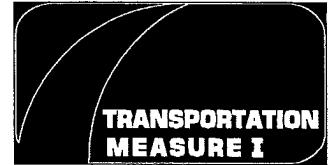




San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
www.sanbag.ca.gov



-
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA Plans and Programs Policy Committee

August 20, 2008, **12:00** p.m.

Please note that the meeting time has been changed back to NOON.

SANBAG Offices
1170 W. 3rd Street, 2nd Fl.
San Bernardino, CA 92410

Plans and Programs Committee Membership

Chair

Mark Nuaimi, Mayor
City of Fontana

Vice Chair

Paul Eaton, Mayor
City of Montclair

East Valley Representatives

Bea Cortes, Council Member
City of Grand Terrace

Mountain/Desert Representatives

Bill Jahn, Mayor Pro Tem
Big Bear Lake

Richard Riddell, Mayor
City of Yucaipa

Rick Roelle, Mayor
Town of Apple Valley

Larry McCallon, Council Member
City of Highland

William Neeb, Council Member
Town of Yucca Valley

West Valley Representatives

Diane Williams, Mayor Pro Tem
Rancho Cucamonga

San Bernardino County
Brad Mitzelfelt, Supervisor

Paul Biane, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Plans and Programs Policy Committee

August 20, 2008

12:00 p.m.

LOCATION:

**San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
*The Super Chief***

CALL TO ORDER - 12:00 p.m.

(Meeting chaired by Mayor Mark Nuaimi)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of August 20, 2008 Pg. 7

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster Pg. 8

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Regional Quality of Life Programs

3. Additional Financial Commitment to the Environmental Justice and Community Outreach Study Pg. 10

- 1) Approve SANBAG Contract Number 07-207-01 for an additional \$2,000 contribution to the Environmental Justice and Community Outreach Study
- 2) Approve an amendment to the FY 2008/2009 budget, increasing Task No. 11109000 by \$2,000 **Ryan Graham**

Project Development Program

4. Amendment No. 1 to Contract No. 06-019 with Parsons, Brinkerhoff, Quade and Douglas to extend the period of performance. Pg. 15

Approve Amendment No 1 to Contract No. 06-019 with Parsons, Brinkerhoff, Quade and Douglas extending the period of performance to September 20, 2010 **Garry Cohoe**

This item will be reviewed by the Plans and Programs Committee on August 20, 2008. SANBAG Counsel has reviewed and approved this amendment as to form. Finance has reviewed and approved the Contract Summary Sheet.

Subregional Transportaion, Planning & Programming Program

5. Amendment No. 1 to Contract 06-029 with Fluor Corporation on the Development of the Measure I 2010-2040 Strategic Plan Pg. 19

Approve Amendment No. 1 to Contract 06-029 with Fluor Corporation to extend the period of performance for the Measure I 2010-2040 Strategic Plan effort. **Steve Smith**

This item will be reviewed by the Plans and Programs Policy Committee on August 20, 2008 and has been approved as to form by County Counsel.

Subregional Transportation, Planning & Programming Program Cont...**6. Proposition 1B Trade Corridor Improvement Funds (TCIF) Baseline Agreements for seven (7) Grade Separation Projects and three (3) Highway Projects. Pg. 23**

1. Approve the Following Proposition 1B Trade Corridor Improvement Funds (TCIF) Draft Baseline:
 - a. I-10 Logistics Access Project Cherry Interchange. (Contract No. C09013 \$30,773,000)
 - b. I-10 Logistics Access Project Citrus Interchange. (Contract No. C09014 \$23,601,000)
 - c. I-15 Widening and Devore Interchange. (Contract No. C09015 \$119,069,000)
 - d. South Milliken Ave. Grade Separation Project. (Contract No. C09016 \$8,031,000)
 - e. North Milliken Ave. Grade Separation Project. (Contract No. C09017 \$6,490,000)
 - f. Vineyard Ave. Grade Separation Project. (Contract No. C09018 \$6,884,000)
 - g. Lenwood Rd. Grade Separation Project. (Contract No. C09019 \$6,694,000)
 - h. Glen Helen Pkwy. Grade Separation Project. (Contract No. C09020 \$7,172,000)
 - i. Palm Ave. Grade Separation Project. (Contract No. C09021 \$9,390,000)
 - j. Valley Blvd. Grade Separation Project. (Contract No. C09022 \$7,658,000)

2. Authorize the Executive Director to execute the final TCIF Baseline Agreements including technical and administrative changes that may be necessary following CTC staff review. Should any policy issues arise, the Executive Director will consult with Board Officers. **Philip Chu**

This item will be reviewed by the Plans and Programs Policy Committee on August 20, 2008. The agreement is being reviewed by SANBAG counsel.

**7. Trade Corridor Improvement Fund (TCIF) Funding Agreement Pg. 99
between SANBAG and Local Sponsors.**

Approve the following funding agreements pertaining to TCIF projects:

1. Palm Ave. Grade Separation Project. (Contract No. C09063)
2. Glen Helen Pkwy. Grade Separation Project. (Contract No. C09064)
3. South Milliken Ave. Grade Separation Project. (Contract No. C09065)
4. North Milliken Ave. Grade Separation Project. (Contract No. C09066)
5. Vineyard Ave. Grade Separation Project. (Contract No. C09067)
6. Valley Blvd. Grade Separation Project. (Contract No. C09068)
7. I-10 Logistics Access Project Cherry Interchange. (Contract No. C09069)
8. I-10 Logistics Access Project Citrus Interchange. (Contract No. C09070)

8. Quarterly Administrative Report on SANBAG Federal Funding Programs Pg. 147

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

- 9. Additional Items from Committee Members**
- 10. Brief Comments by General Public**
- 11. Acronym List**

Pg. 152

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

**The next Plans and Programs Meeting
is September 17, 2008.**

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Minute Action

AGENDA ITEM: 1

Date: August 20, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation* : Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
5	06-019-01	Parsons, Brinkerhoff, Quade & Douglas <i>David A. Thomas, President</i>	<i>Earth Mechanics</i> <i>STB Landscape Architects</i>
6	06-029-01	Fluor Corporation <i>Jim Beers, Fluor Director</i>	N/A

Financial Impact: This item has no direct impact on the 2008/2009 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsibility Staff: Ty Schuiling, Director of Planning and Programming

*

	<i>Approved</i>		
	<i>Plans and Programs Committee</i>		
	<i>Date:</i> _____		
	<i>Moved:</i>	<i>Second:</i>	
	<i>In Favor:</i>	<i>Opposed:</i>	<i>Abstained:</i>
<i>Witnessed:</i> _____			

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Richard Riddell City of Yucaipa	X			X	Cancelled	X	Cancelled	X	X	X	X	X
Bea Cortes City of Grand Terrace	X	X	X	X	Cancelled		Cancelled	X	X	X		X
Larry McCallon City of Highland	X	X	X	X	Cancelled		Cancelled	X	X	X		X
Paul Eaton Chair City of Montclair		X	X	X	Cancelled	X	Cancelled	X	X	X		X
Mark Nuaimi City of Fontana	X	X	X	X	Cancelled	X	Cancelled	X		X	X	X
Diane Williams City of Rancho Cucamonga	X	X	X	X	Cancelled	X	Cancelled	X	X	X	X	X
Kevin Cole City of Twentynine Palms	X			X	Cancelled	X	Cancelled					
Bill Jahn Big Bear Lake												X
Rick Roelle Town of Apple Valley	X	X	X	X	Cancelled		Cancelled		X	X	X	
Chad Mayes Town of Yucca Valley		X	X	X	Cancelled		Cancelled	X	X			X
Gary Ovitt Board of Supervisors	X		X	X	Cancelled		Cancelled	X	X	X		x
Josie Gonzales Board of Supervisors	X			X	Cancelled	X	Cancelled	X		X		
Dennis Hansberger Board of Supervisors	X			X	Cancelled	X	Cancelled	X	X	X	X	X
Paul Biane Board of Supervisors	x		X	X	Cancelled	X	Cancelled	X	X			X
Brad Mitzelfelt Board of Supervisors	x		X		Cancelled	X	Cancelled			X		X

X = Member attended meeting.
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* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Richard Riddell City of Yucaipa	X	X	X	X	Cancelled	X	X					
Bea Cortes City of Grand Terrace	X	X	X	X	Cancelled							
Larry McCallon City of Highland	X		X	X	Cancelled		X					
Paul Eaton Chair City of Montclair	X	X	X	X	Cancelled	X	X					
Mark Nuaimi City of Fontana	X		X	X	Cancelled	X	X					
Diane Williams City of Rancho Cucamonga	X	X	X	X	Cancelled	X	X					
Bill Jahn Big Bear Lake	X	X			Cancelled							
Rick Roelle Town of Apple Valley	X	X	X		Cancelled	X	X					
Chad Mayes Town of Yucca Valley					Cancelled							
William Neeb Town of Yucca Valley					Cancelled	X	X					
Gary Oviatt Board of Supervisors	X			X	Cancelled	X	X					
Josie Gonzales Board of Supervisors	X		X	X	Cancelled	X	X					
Dennis Hansberger Board of Supervisors	X		X		Cancelled		X					
Paul Biane Board of Supervisors	X		X		Cancelled	X						
Brad Mitzelfelt Board of Supervisors	X		X	X	Cancelled	X						

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

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1 of 1

Minute Action

AGENDA ITEM: 3

Date: August 20, 2008

Subject: Additional Financial Commitment to the Environmental Justice and Community Outreach Study

Recommendation:*

- 1) Approve SANBAG Contract Number 07-207-01 for an additional \$2,000 contribution to the Environmental Justice and Community Outreach Study
- 2) Approve an amendment to the FY 2008/2009 budget, increasing Task No. 11109000 by \$2,000

Background: SANBAG staff is participating at both technical and management levels in the development of a Multi-County Goods Movement Action Plan (Action Plan) for Southern California. The Action Plan will ultimately reflect regional agreement on a phased strategy to maintain mobility for freight movement to, from, and within Southern California, and also will determine how best to minimize the impacts of freight movement on local communities, the existing transportation system, and the environment.

As a follow-on effort of the Multi-County Goods Movement Action Plan, Caltrans awarded the Riverside County Transportation Commission (RCTC) an Environmental Justice Context Sensitive Planning Grant to identify potential solutions to the community impacts of goods movement in greater depth than otherwise would be possible with the funding available in the Action Plan. The grant is being used to establish a framework for addressing environmental justice issues as they relate to the impact of goods movement projects on sensitive

*

Approved
Plans and Programs Policy Committee

Date: August 20, 2008

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

communities throughout a five county study area in Southern California and will supplement the efforts of the Action Plan.

RCTC is the lead agency for the project and is administering the consultant contract. When SANBAG's participation in the project was approved by the Board, four of the agencies participating in the study, the Los Angeles Metropolitan Transportation Authority (LAMTA), Orange County Transportation Agency (OCTA), RCTC, and SANBAG contributed \$6,000 each toward the study for the purposes of providing the local match for the Caltrans Environmental Justice Grant. SANBAG's contribution to the project was approved by the Board at the April 2007 Board of Directors Meeting.

Subsequent to the Board approval of SANBAG's financial contribution to the project, OCTA has opted out of the study. The reason cited by OCTA for opting out of the project is that targeting less-represented groups is inequitable, since equivalent outreach is not occurring to communities that are not viewed to be disadvantaged. It should be pointed out that input on the project will be accepted from any interested party, but the project is focusing on communities most directly impacted by goods movement, and these often tend to be economically disadvantaged communities by nature of their location. The departure of OCTA from the environmental justice goods movement project has resulted in a loss of \$6,000 that was intended to be OCTA's contribution to the local match required for the project. Each of the three agencies—LAMTA, RCTC and SANBAG—are being asked to provide an additional \$2,000 to make up for the loss of the OCTA contribution to the project.

With OCTA's departure from the study, Orange County will no longer be included in the environmental justice goods movement study. The consultant resources that were previously identified for work that would have occurred in Orange County are being redirected to augment the efforts underway in Los Angeles, Riverside and San Bernardino. The additional resources will be targeted at extra mapping and the final environmental justice goods movement guidebook.

Financial Impact: The FY 2008/2009 budget, TN 11109000, will be increased by \$2,000 in Traffic Management and Environmental Enhancement funds for this project. This item has been approved as to form by County Counsel.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on August 20, 2008.

Responsible Staff: Ryan Graham, Transportation Planning Analyst

SANBAG Contract No. 07-027-01

by and between

San Bernardino Associated Governments

and

Los Angeles County Metropolitan Transportation Authority andRiverside County Transportation Commission

for

Environmental Justice Goods Movement Funding Agreement**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>RCTC</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>6,000</u>	Previous Amendments Total:	\$ <u>0</u>
		Previous Amendments Contingency Total:	\$ <u>0</u>
Contingency Amount:	\$ <u>0</u>	Current Amendment:	\$ <u>2,000</u>
		Current Amendment Contingency:	\$ <u>0</u>

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 8,000

↓ Please include funding allocation for the original contract or the amendment.


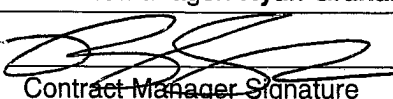

Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>11109000</u>	<u>5011</u>	<u>TME</u>	_____	\$ <u>8,000</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 4/4/07 Contract Start: 4/4/07 Contract End: 6/31/08New Amend. Approval (Board) Date: 9/3/08 Amend. Start: 9/3/08 Amend. End: 6/31/08**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
------------------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☒ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☒ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes ____ %Task Manager: Ty SchillingContract Manager: Ryan Graham
Task Manager Signature8/13/08
Date
Contract Manager Signature8/13/08
Date
Chief Financial Officer Signature8/13/08
Date

**AMENDMENT NO. 1
TO
THE RCTC FUNDING AGREEMENT NO. 07-67-071
SANABG CONTRACT NO. 07-207
BY AND AMONG
THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,
RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

1. PARTIES AND DATE

This Amendment No. 1 to the Funding Agreement ("Amendment No. 1") is made and entered into as of June 11, 2008 by and among the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), Riverside County Transportation Commission ("RCTC"), and San Bernardino Associated Governments ("SANBAG"). LACMTA and SANBAG may also be referred to herein individually as "CTC" and collectively as "CTCs".

2. RECITALS

2.1 RCTC, LACMTA, SANBAG and the Orange County Transportation Authority ("OCTA") have entered into a Funding Agreement dated July 11, 2007 (Agreement No. 07-67-071) (the "Funding Agreement") for the purpose of setting forth the duties, rights, responsibilities and obligations of the parties for providing funding in order for RCTC to retain a Consultant to perform the services as set forth in the Funding Agreement.

2.2 OCTA has opted out of the Funding Agreement and will not be contributing its share of local funds as identified in Exhibit "B" of the Funding Agreement.

2.3 To address the funding gap resulting from OCTA's decision not to continue its participation in the Funding Agreement, RCTC and the CTCs now desire to amend the Funding Agreement in order to provide additional funding for the continued provision of the services as set forth in the Funding Agreement.

3. TERMS

3.1 RCTC and the CTCs hereby amend and modify the Funding Agreement to provide that in addition to the funding obligations set forth in the Funding Agreement, RCTC and the CTCs shall, pursuant to this Amendment No. 1, each contribute an additional Two Thousand Dollars (\$2,000) of match funds for the continued provision of Environmental Justice Analysis and Community Outreach Services, as further described in the Funding Agreement.

3.2 Payment of the additional funds as specified in this Amendment No. 1 shall be made by the CTCs to RCTC as set forth in the Funding Agreement.

3.3 Except as amended by this Amendment No. 1, all provisions of the Funding Agreement, including without limitations the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to be executed by their respective officers, duly authorized.

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

APPROVED AS TO FORM:

By: _____
Jeff Stone, Chairman

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

Date: _____

Date: _____

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

APPROVED AS TO FORM:

By: _____
Roger Snoble
Chief Executive Officer

By: _____
Raymond G. Fortner, Jr.
County Counsel

Date: _____

Date: _____

SAN BERNARDINO ASSOCIATED
GOVERNMENTS

APPROVED AS TO FORM:

By: _____
Gary Ovitt, President

By: _____
Jean-Rene Basle
County Counsel

Date: _____

Date: _____

-
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 4

Date: August 20, 2008

Subject: Amendment No. 1 to Contract No. 06-019 with Parsons, Brinkerhoff, Quade and Douglas to extend the period of performance.

Recommendation:* Approve Amendment No 1 to Contract No. 06-019 with Parsons, Brinkerhoff, Quade and Douglas extending the period of performance to September 30, 2010

Background: This action is an amendment to a current professional services contract. In order to complete the As-built drawings for the I-10 Mixed Flow Lane Addition Projects, the period of performance for this contract must be extended. This contract was awarded by SANBAG Board in September 2005 to provide construction support services for freeway construction on Interstate 10 Mixed Flow Lane Addition.

Financial Impact: There is no financial impact associated with this item.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on August 20, 2008. SANBAG Counsel has reviewed and approved this amendment as to form. Finance has reviewed and approved the Contract Summary Sheet.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

Approved
Plans and Programs Committee

Date: August 20, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

SANBAG Contract No. 06-019-01

by and between

the San Bernardino County Transportation Authority

and

Parsons, Brinkerhoff, Quade and Douglas

for

Construction Support Services for the I-10 Mixed Flow Lane Addition Projects

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable	Vendor Contract # <u>12680</u>	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>PBQDI</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes: Time Extension Amendment Only

Original Contract: \$ <u>300,000</u>	Previous Amendments Total: \$ ____
Contingency Amount: \$ ____	Previous Amendments Contingency Total: \$ ____
	Current Amendment: \$ <u>0.00</u>
	Current Amendment Contingency: \$ ____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 300,000

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>860D6019</u>	<u>5553</u>	<u>MSI</u>	<u>I300</u>	<u>N/A</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/7/05</u>	Contract Start: <u>9/7/05</u>	Contract End: <u>9/7/08</u>
New Amend. Approval (Board) Date: <u>9/3/08</u>	Amend. Start: <u>9/3/08</u>	Amend. End: <u>9/30/10</u>

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>NA</u> \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>NA</u>
-----------------------------	------------------------------------	--	--------------

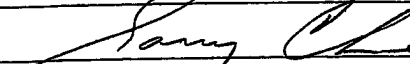
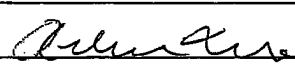
Is this consistent with the adopted budget? ☒ Yes ☐ No
 If yes, which Task includes budget authority? NA
 If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local
 Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: <u>Garry Cohoe</u>	Contract Manager: <u>Andrea Nieto</u>
----------------------------------	---------------------------------------

	<u>6/13/08</u>		<u>6/13/08</u>
Task Manager Signature	Date	Contract Manager Signature	Date

Chief Financial Officer Signature _____ Date _____

Filename: A0601901-AN.docx

SANBAG Contract No. 06-019

Amendment No. 1

By And Between

San Bernardino County Transportation Authority

And

Parsons, Brinkerhoff, Quade and Douglas

For

Construction Support Services for I-10 Mixed Flow Lane Addition Project

This AMENDMENT No. 1 to CONTRACT No. 06-019 entered into as of this 3rd day of September of 2008 by the firm of Parsons, Brinkerhoff, Quade and Douglas, (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called SANBAG):

WITNESSETH:

WHEREAS, SANBAG, under SANBAG Contract 06-019, has engaged the services of CONSULTANT to provide construction support services for I-10 Mixed Flow Lane Addition; and

WHEREAS, the parties desire to amend the aforesaid contract to extend the completion date for CONSULTANT services.

NOW, THEREFORE, the parties do mutually agree to amend Contract No. 06-019 as follows:

1. Article 2.1. The Period of Performance by CONSULTANT under this Contract shall be extended to September 30, 2010, or until work is completed, whichever occurs earlier.
2. Except as amended by this amendment, all other provisions and terms of Contract No. 06-019 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino Associated Governments

By: _____
Gary C. Ovitt, President
SANBAG Board of Directors

By: _____
Ron Hartje
PBQ&D California Business Manager

Date: _____

Date: _____

Approved as to form:

By: _____
Jean-Rene Basle
SANBAG Counsel

Date: _____

Minute Action

AGENDA ITEM: 5

Date: August 20, 2008

Subject: Amendment No. 1 to Contract 06-029 with Fluor Corporation on the Development of the Measure I 2010-2040 Strategic Plan

Recommendation:* Approve Amendment No. 1 to Contract 06-029 with Fluor Corporation to extend the period of performance for the Measure I 2010-2040 Strategic Plan effort.

Background: SANBAG initiated a 24-month contract with Fluor Corporation on October 5, 2005 to provide Strategic Plan Development Services for Measure I 2010-2040. The development of the Strategic Plan will be continuing well into calendar year 2009. Therefore it is recommended that the completion date be amended to April 2010, the month in which the collection of sales tax dollars for the new Measure will commence. No amendment to the contract amount is required at this time. Scope and expenditures continue to be controlled through individual task orders.

Financial Impact: This item has no financial impact. The item is consistent with the approved Fiscal Year 2008-2009 SANBAG budget, Task 60909000.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on August 20, 2008 and has been approved as to form by County Counsel.

Responsible Staff: Steve Smith, Chief of Planning
Ty Schuiling, Director of Planning and Programming

*

Approved
Plans and Programs Committee

Date: August 20, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

SANBAG Contract No. 06-029-01

by and between the
 San Bernardino County Transportation Authority
 and
 Fluor Corporation
 for

Strategic Plan Development Services for Measure I 2010-2040

FOR ACCOUNTING PURPOSES ONLY												
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>FDC</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment									
Notes:												
Original Contract: \$ 300,000 Contingency Amount: \$ <u>0.00</u>	<table style="width: 100%;"> <tr> <td style="width: 60%;">Previous Amendments Total:</td> <td style="text-align: right;">\$ <u>0.00</u></td> </tr> <tr> <td>Previous Amendments Contingency Total:</td> <td style="text-align: right;">\$ <u>0.00</u></td> </tr> <tr> <td>Current Amendment:</td> <td style="text-align: right;">\$ <u>0.00</u></td> </tr> <tr> <td>Current Amendment Contingency:</td> <td style="text-align: right;">\$ <u>0.00</u></td> </tr> </table> <p>Contingency Amount requires specific authorization by Task Manager prior to release.</p>				Previous Amendments Total:	\$ <u>0.00</u>	Previous Amendments Contingency Total:	\$ <u>0.00</u>	Current Amendment:	\$ <u>0.00</u>	Current Amendment Contingency:	\$ <u>0.00</u>
Previous Amendments Total:	\$ <u>0.00</u>											
Previous Amendments Contingency Total:	\$ <u>0.00</u>											
Current Amendment:	\$ <u>0.00</u>											
Current Amendment Contingency:	\$ <u>0.00</u>											
Contract TOTAL →				\$ <u>300,000</u>								
↓ Please include funding allocation for the original contract or the amendment.												
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>								
60909	6010	MPF	_____	\$ <u>200,000</u>								
60909	6010	TREE	_____	\$ <u>68,780</u>								
60909	6010	LTF	_____	\$ <u>31,220</u>								
_____	_____	_____	_____	\$ <u>00,000</u>								
Original Board Approved Contract Date: <u>10/05/05</u> Contract Start: <u>10/05/05</u> Contract End: <u>10/05/07</u> New Amend. Approval (Board) Date: <u>09/03/08</u> Amend. Start: <u>10/05/07</u> Amend. End: <u>04/30/10</u>												
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:												
Approved Budget Authority →	Fiscal Year: <u>05/06</u> \$ <u>300,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ N/A									
Is this consistent with the adopted budget? X Yes No If yes, which Task includes budget authority? 609 If no, has the budget amendment been submitted? Yes <input type="checkbox"/> No												
CONTRACT MANAGEMENT												
Please mark an "X" next to all that apply:												
Intergovernmental Private X Non-Local Local Partly Local												
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %												
Task Manager: Ty Schilling			Contract Manager: Steve Smith									
Task Manager Signature			Contract Manager Signature									
Chief Financial Officer Signature			Date <u>8/18/08</u>									
Date _____			Date <u>8/14/08</u>									

Contract No. 06-029, Amendment No. 1

By and Between

San Bernardino Associated Governments/San Bernardino Transportation Authority

And

Fluor Corporation

For

Strategic Plan Development Services for Measure I 2010-2040

This is an AMENDMENT to SANBAG CONTRACT NO. 06-029 entered into between San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter SANBAG) and Fluor Corporation on October 5, 2005 for provision of Strategic Plan Development Services for Measure I 2010-2040.

WITNESSETH:

Whereas, executing the scope of this project as authorized by the SANBAG board requires additional time to complete; and

Whereas, the Strategic Plan Development Services may be required through April 2010; and

Whereas, the parties desire to amend the aforesaid contract;

NOW, THEREFORE, the parties hereto do mutually agree to amend SANBAG Contract No. 06-029 as follows:

1. Amend Article 2, subdivision 2.1 to extend the period of performance of this contract to April 30, 2010.

Except as amended by this amendment, all other provisions of Contract No. 06-029 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have signed on the following page.

Fluor Corporation.

By: _____

Date: _____

San Bernardino Associated Governments

By: _____

Gary C. Ovitt

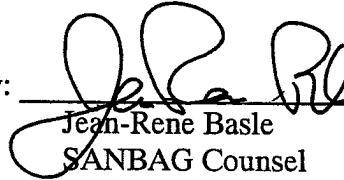
President

San Bernardino Associated Governments

Date: _____

Approved as to from:

By: _____


Jean-Rene Basle
SANBAG Counsel

Minute Action

AGENDA ITEM: 6

Date: August 20, 2008

Subject: Proposition 1B Trade Corridor Improvement Funds (TCIF) Baseline Agreements for seven (7) Grade Separation Projects and three (3) Highway Projects.

- Recommendation:** *
1. Approve the Following Proposition 1B Trade Corridor Improvement Funds (TCIF) Draft Baseline:
 - a. I-10 Logistics Access Project Cherry Interchange. (Contract No. C09013 \$30,773,000)
 - b. I-10 Logistics Access Project Citrus Interchange. (Contract No. C09014 \$23,601,000)
 - c. I-15 Widening and Devore Interchange. (Contract No. C09015 \$119,069,000)
 - d. South Milliken Ave. Grade Separation Project. (Contract No. C09016 \$8,031,000)
 - e. North Milliken Ave. Grade Separation Project. (Contract No. C09017 \$6,490,000)
 - f. Vineyard Ave. Grade Separation Project. (Contract No. C09018 \$6,884,000)
 - g. Lenwood Rd. Grade Separation Project. (Contract No. C09019 \$6,694,000)
 - h. Glen Helen Pkwy. Grade Separation Project. (Contract No. C09020 \$7,172,000)
 - i. Palm Ave. Grade Separation Project. (Contract No. C09021 \$9,390,000)
 - j. Valley Blvd. Grade Separation Project. (Contract No. C09022 \$7,658,000)

Approved
Plans and Programs Policy Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

2. Authorize the Executive Director to execute the final TCIF Baseline Agreements including technical and administrative changes that may be necessary following CTC staff review. Should any policy issues arise, the Executive Director will consult with Board Officers.

Background:

The California Transportation Commission (CTC) acted on April 10, 2008 to program \$1.648 billion in Proposition 1B Trade Corridor Improvement Funds for projects in the Los Angeles/Inland Empire Corridor, with approximately \$239 million for SANBAG's Tier 1 projects. In its adopted resolution, the CTC required nominating agencies to provide executed project baseline agreements that commit to full funding of the projects, define the delivery schedule, scope, and expected performance benefits by September 2, 2008 for all rail related TCIF Projects. The CTC also acted to require "Corridor Delivery Plans" with the railroads for the 29 grade separations and other rail-related projects such as Cherry/I-10 and Citrus/I-10 interchanges and I-15/I-215 Devore interchange within the Los Angeles/Inland Empire Corridor, to be completed prior to execution of the baseline agreements with the CTC.

Memoranda of understanding with the railroads are also required for the proposed mainline improvements such as Colton Crossing, Tehachapi, and Donner. The deadline established for baseline agreements on the rail-related projects is September 2008.

There will be three Corridor Delivery Plans: one for the BNSF-only grade separation projects, one for the UP-only grade separation projects including North Milliken, South Milliken, Vineyard and the Cherry and Citrus Interchanges and one for the shared BNSF-UP corridor, including Valley, Palm, Glen Helen, Lenwood grade separation and Devore interchange. These Corridor Delivery Plans are conceptual in nature and will include conceptual design information to serve as a reasonable basis for cost estimation (including shooflies if needed), and confirmation of delivery schedules.

There are a total of ten (10) Baseline Agreements attached, seven (7) grade separation projects and three (3) highway projects. These Baseline Agreements identify funding arrangements, delivery schedule, scope, and expected performance benefits as required. (Note: Project Study Report or Equivalent (Exhibit B of each agreement) of the contract is not included due to the size of the document; a copy of each report is available upon request)

Financial Impact: This item is consistent with the approved Fiscal Year 2008-2009 SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on August 20, 2008. The agreement is being reviewed by SANBAG counsel.

Responsible Staff: Philip Chu, Transportation Programming Analyst.
Ty Schuiling, Director of Planning and Programming

SANBAG Contract No. C09-013

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

I-10 Logistics Access Project Cherry Interchange**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>CTC</u>	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>0</u>	Previous Amendments Total:	\$ _____
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ _____
		Current Amendment:	\$ _____
		Current Amendment Contingency:	\$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
------------------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09013-pc

SANBAG Agreement No. C09013
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the I-10 Corridor Logistic Access: I-10 Cherry Interchange Improvements, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), the City of Fontana and County of San Bernardino (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the I-10 Corridor Logistic Access (Cherry Interchange Improvements), the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

The Project is also a recipient of State Transportation Improvement Program (STIP) funds.

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Mark N. Nuaimi
Mayor
City of Fontana

DATE

Paul Biane
Chairman
County of San Bernardino

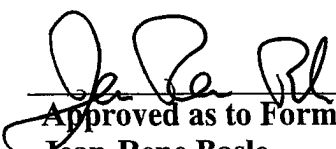
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE

Exhibit A



2008 Project Programming Request (Project Information)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date: 07/11/08	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
8	468000	0137T	20020812		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD	10	SANBAG		SCAG	CO
Project Title					
I-10 / Cherry Ave I/C Reconstruction					
IPM/BK	IPM/And	Project Mgr/Contact	Phone	E-mail Address	
12.5	13.8	Abunnasr Husain	909-884-8276	ahusain@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
Route 10 at Cherry Avenue Interchange. This project improves interchange and mainline operation and safety in the city of Fontana by replacing a deficient interchange at Cherry Ave.					
Component	Implementing Agency		AB 680 ID	Letter of No Prejudice	
PA&ED	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 62			Senate: 32		
Congressional: 43					
Purpose and Need					
The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino County, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.					
Project Benefits					
Project will replace existing five-lane Cherry Ave bridge over I-10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.					
Project Milestone					Date
Project Study Report Approved					06/13/01
Begin Environmental (PA&ED) Phase					09/30/05
Circulate Draft Environmental Document					05/11/08
Draft Project Report					04/30/08
End Environmental Phase (PA&ED Milestone)					03/31/09
Begin Design (PS&E) Phase					02/15/08
End Design Phase (Ready to List for Advertisement Milestone)					12/31/10
Begin Right of Way Phase					04/01/09
End Right of Way Phase (Right of Way Certification Milestone)					04/01/11
Begin Construction Phase (Contract Award Milestone)					08/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/13
Begin Closeout Phase					12/31/13
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/11/08

County	CDISTRICT	PPNO	TEPP/PROJECT NO.	EA
SBD	8	0137T		468000
Project Title: I-10 / Cherry Ave I/C Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	2,115							2,115	Caltrans
PS&E	9,935							9,935	SANBAG
R/W SUP (CT)	3,330							3,330	
CON SUP (CT)	1,460							1,460	
R/W	1,424							1,424	Fontana, City of
CON	15,566							15,566	SANBAG
TOTAL	25,790							25,790	
Proposed Total Project Cost									
E&P (PA&ED)	2,115							2,115	
PS&E	5,322							5,322	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,908	3,908						5,816	
CON									
TOTAL	10,635	3,908						14,543	

Fund No. 1: RIP - State Cash (ST-CASH)									Program Code
Existing Funding									20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	15							15	San Bernardino County Transporta
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	15							15	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2: RIP - State Cash (ST-CASH)									Program Code
Existing Funding									20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,908							3,908	
CON									
TOTAL	3,908							3,908	
Proposed Funding									Notes
E&P (PA&ED)									City is requesting allocation extension to FY08/09
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,908							3,908	
CON									
TOTAL	3,908							3,908	

Fund No. 3: Loc Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	300							300	Fontana, City of
PS&E	935							935	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,235							1,235	
Proposed Funding									Notes
E&P (PA&ED)	935							935	San Bernardino County DIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	935							935	

Fund No. 4: Loc Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)	300							300	
CON SUP (CT)	1,400							1,400	
R/W	3,255							3,255	
CON	15,585							15,585	
TOTAL	20,832							20,832	
Proposed Funding									Notes
E&P (PA&ED)									Change to Development Impact Fee
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,151				25,151	
TOTAL				25,151				25,151	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Proposed TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,773				30,773	
TOTAL				30,773				30,773	

Fund No. 6:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									San Bernardino County Measure I (35% MI and 64% County)
PS&E	5,822							5,822	
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,595						5,595	
CON				5,622				5,622	
TOTAL	5,822	5,595		5,622				17,039	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: I-10 Cherry Interchange

Project Category: Highway Interchange Improvement

Project Type: Modified Interchange (1)

Outputs: Expand current interchange from 5 to 6 total lanes bridge and add one lane to each ramp.

Outcomes:

Outcome

Safety	Although reduction of accident rates is a secondary objective to congestion relief for trucks at this interchange Safety benefit is expected from increase in capacity and creation of additional storage for turn pockets will reduce the frequency of queues backing into cross traffic on adjacent arterials or backing into the freeway mainline.
Velocity	PM peak hour NB average speed on Cherry Avenue improves from 10 to 12 mph (including stopped time at intersections) PM peak hour SB average speed on Cherry Avenue improves from 8 to 19 mph (including stopped time at intersections)
Throughput	LOS improvement from current LOS F to LOS D or better through the design year 2030
Reliability	PM peak hour total delay reduced from approximately 1975 person-hours to approximately 1210 person hours (765 person-hour reduction)
Congestion Reduction	1100 vh/d Daily hours of delay saved for total traffic
Emissions Reduction	90 tons per year Reduction of Particulate Matter combined of ROG, PM10, NOx 164,000 tons per year reduction of Carbon Dioxide (CO2)

SANBAG Contract No. C09-014
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
I-10 Logistics Access Project Citrus Interchange

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>CTC</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment
---	---	---	--

Notes:

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
	Previous Amendments Contingency Total: \$ _____
Contingency Amount: \$ _____	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
-----------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No

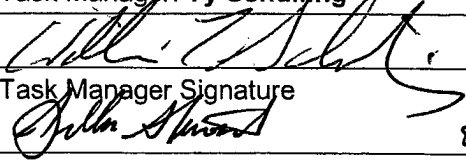
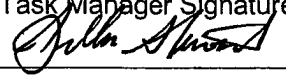
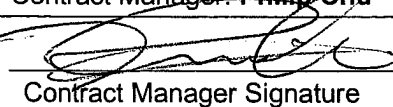
CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental
 ☐ Private
 ☐ Non-Local
 ☐ Local
 ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Ty Schuiling	Contract Manager: Philip Chu
-----------------------------------	-------------------------------------

 Task Manager Signature  Chief Financial Officer Signature	 Contract Manager Signature Date: <u>8/13/08</u> Date: <u>8/12/08</u>
---	--

SANBAG Agreement No. C09014
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the I-10 Corridor Logistic Access: I-10 Citrus Interchange Improvements, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), the City of Fontana and County of San Bernardino (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the I-10 Corridor Logistic Access (Citrus Interchange Improvements), the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Mark N. Nuaimi
Mayor
City of Fontana

DATE

Paul Biane
Chairman
County of San Bernardino

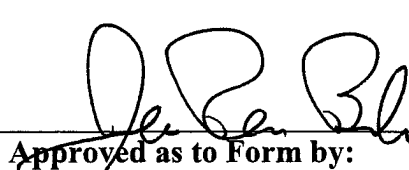
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel

8/13/02
DATE

Exhibit A

2008 Project Programming Request (Project Information)



General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date: 07/11/08	
Caltrans District	EA	PPNO	MPOID	TCRP No.	
8	46810	0138G	SDB45000		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD	10	SANBAG		SCAG	CO
Project title					
Route 10 Citrus Avenue Interchange Reconstruction					
PM BK	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
14.8	15.5	Abunnasr Husain	909-884-8276	ahusain@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Designation					
Fontana - Interchange 10 at Citrus Avenue Interchange. This project improves interchange and mainline operation and safety in the city of Fontana by replacing a deficient interchange at Citrus Avenue					
Component	Implementing Agency		AB 680	Letter of No Prejudice	
PA&ED	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 62			Senate: 32		
Congressional: 43					
Purpose and Need					
The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino County, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.					
Project Benefits					
Project will replace existing four-lane Citrus Ave bridge over I-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.					
Project Milestone					Date
Project Study Report Approved					10/30/01
Begin Environmental (PA&ED) Phase					10/15/01
Circulate Draft Environmental Document					08/24/07
Draft Project Report					05/04/07
End Environmental Phase (PA&ED Milestone)					10/31/08
Begin Design (PS&E) Phase					02/15/08
End Design Phase (Ready to List for Advertisement Milestone)					12/31/10
Begin Right of Way Phase					11/01/08
End Right of Way Phase (Right of Way Certification Milestone)					12/31/10
Begin Construction Phase (Contract Award Milestone)					04/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/13
Begin Closeout Phase					12/31/13
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/11/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	8	0138G		46810
Project Title: Route 10 Citrus Avenue Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	1,100							1,100	Fontana, City of
PS&E	3,759							3,759	SANBAG
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,257							5,257	Fontana, City of
CON		43,196						43,196	SANBAG
TOTAL	10,116	43,196						53,312	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,257							5,257	
CON				47,201				47,201	
TOTAL	7,257			47,201				54,458	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding								20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,238							3,238	
CON									
TOTAL	3,238							3,238	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,238							3,238	
CON									
TOTAL	3,238							3,238	

Fund No. 2:	Loc Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding								LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,019							2,019	
CON									
TOTAL	2,019							2,019	
Proposed Funding									Notes
E&P (PA&ED)									Developer Fees
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				20,912				20,912	
TOTAL				20,912				20,912	

Fund No. 3:	Loc Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	1,100							1,100	Fontana, City of
PS&E	3,759							3,759	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		43,196						43,196	
TOTAL	4,859	43,196						48,055	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Proposed TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				23,601				23,601	
TOTAL				23,601				23,601	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									San Bernardino County Measure I
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,019							2,019	
CON				2,688				2,688	
TOTAL	4,019			2,688				6,707	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: I-10 Citrus Interchange

Project Category: Highway Interchange Improvement

Project Type: Modified Interchange (1)

Outputs: Expand current interchange from 4 to 7 total lanes bridge and add one lane to each ramp.

Outcomes: Outcome

Safety	Although reduction of accident rates is a secondary objective to congestion relief for trucks at this interchange Safety benefit is expected from increase in capacity and creation of additional storage for turn pockets will reduce the frequency of queues backing into cross traffic on adjacent arterials or backing into the freeway mainline. In addition, based upon a traffic queuing analysis for future projected (year 2030) traffic, no traffic queues are expected to exceed the space provided along Citrus Avenue or the interchange ramps. Also, the new interchange improvements have been designed to accommodate turning paths of large interstate trucks.
Velocity	Average roadway speeds along Citrus Avenue and the interchange ramps will be enhanced by the Project. For example, an indicator for the average roadway speed, is the delay vehicles experience while travelling through the interchange (i.e. the lower the delay the better the average roadway speed). For the existing interchange in the year 2003, vehicles travelling through the interchange experienced a delay of 260 to 300 seconds. With completion of the Project's improvements, for future projected (year 2030) traffic, the delay for vehicles travelling through the interchange is expected to be 30 to 36 seconds. This is nearly a 10-fold reduction in traffic delay, and this would represent a significant increase in the average roadway speed along Citrus Avenue and the interchange ramps.
Throughput	As noted below, in the Reliability section, this project will improve the Level of Service for traffic at the interchange. Also, this Project is not expected to effect the number of trucks, or Level of Service along the freeway.
Reliability	For the existing interchange, for Year 2003 traffic, three of the four intersections along Citrus Avenue experience unacceptable traffic operating conditions for either or both the AM and PM peak hour conditions. With the Project's improvements, for future projected (Year 2030) traffic, these three intersections will be improved to levels of service B and C.
Congestion Reduction	339 vh/d Daily hours of delay saved for total traffic
Emissions Reduction	90 tons per year Reduction of Particulate Matter combined of ROG, PM10, NOx 164,000 tons per year reduction of Carbon Dioxide (CO2)

SANBAG Contract No. C09-015

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

I-15 Widening and I-15/215 Devore Interchange**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ ReceivableVendor ID CTC☐ Yes _____ % ☒ No☐ Amendment

Notes:

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ _____

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: N/A

New Amend. Approval (Board) Date: _____

Amend. Start: _____

Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental☐ Private☐ Non-Local☐ Local☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09015-pc

SANBAG Agreement No. C09015
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the I-15 widening and I-15/215 Devore Interchange, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG) (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the I-15 widening and I-15/215 Devore Interchange, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

None

Deborah Barmack
Executive Director
San Bernardino Associated Governments

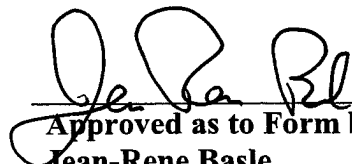
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel

8/13/01
DATE

Exhibit A

2008 Project Programming Request

(Project Information)



General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date:	03/26/08
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08	OK710		20061201		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD	15/215	San Bernardino Associated Governments		SCAG	LA
Project Title					
I-15 Widening and Devore Interchange Reconstruction					
PM/BK	PM/Aid	Project Mgr/Contact	Phone	E-mail Address	
14	R16.0	Dennis Saylor	909-884-8276	dsaylor@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
I-15 PM 14 - R16.0 and I-215 PM 16-17.8. In San Bernardino County at the interchange of I-15 and I-215 (Devore IC), add one mixed flow lane in each direction on I-15 from Glen Helen Parkway through the interchange, reconfigure interchange, and add truck bypass lanes.					
Component	Implementing Agency		AB 680	Letter of No Prejudice	
PA&ED	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 59, 63			Senate: 31, 32		
Congressional: 26, 41, 43					
Purpose and Need					
The I-15 corridor is the main transportation connection between the Los Angeles metropolitan area and the high desert, Las Vegas, Rocky Mountain states and the Midwest. It is also an important link to Riverside and San Diego counties to the south. The I-15 Corridor is experiencing serious performance problems due to a number of interrelated factors. These factors include higher than average truck volumes (ten to fifteen percent of the total traffic), roadway design limitations particularly at the Devore Interchange, heavy traffic demand on both weekends and weekdays, as well as a lack of alternative travel options of sufficient quality.					
Project Benefits					
Overall, this project will increase throughput, velocity, and reliability, reduce congestion, and boost access to existing and future freight facilities along this critical national trade corridor. In addition, it will improve safety by reducing operational conflict between trucks and passenger vehicles. An overall capacity increase approaching 40 percent is expected.					
Project Milestone					Date
Project Study Report Approved					02/01/09
Begin Environmental (PA&ED) Phase					08/01/08
Circulate Draft Environmental Document					06/30/10
Draft Project Report					06/30/10
End Environmental Phase (PA&ED Milestone)					08/01/11
Begin Design (PS&E) Phase					01/01/11
End Design Phase (Ready to List for Advertisement Milestone)					07/01/13
Begin Right of Way Phase					06/01/11
End Right of Way Phase (Right of Way Certification Milestone)					06/01/13
Begin Construction Phase (Contract Award Milestone)					11/01/13
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/16
Begin Closeout Phase					11/01/16
End Closeout Phase (Closeout Report)					11/01/17



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/26/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0K710
Project Title: I-15 Widening and Devore Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
E&P (PA&ED)	750	6,325	0	0	0	0	0	7,075	
PS&E	0	0	0	16,773	0	0	0	16,773	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	21,610	0	0	21,610	
CON	0	0	0	0	0	0	239,970	239,970	
TOTAL	750	6,325	0	16,773	21,610	0	239,970	285,428	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON							118,012	118,012	
TOTAL	0	0	0	0	0	0	118,012	118,012	

Fund No. 2:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									
E&P (PA&ED)	750	6,325						7,075	San Bernardino County Measure I
PS&E				16,773				16,773	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W					21,610			21,610	
CON							121,958	121,958	
TOTAL	750	6,325	0	16,773	21,610	0	121,958	167,416	

Project Title: I-15 widening and I-15/215 Devore interchange

Project Category: Highway Interchange Improvement
Truck climbing lane/ widening

Project Type: Modified Interchange (1)

Outputs: Increase to 4 through lanes on each direction on I-15
Reconfigure one interchange

Outcomes:	Outcome
Safety	The truck bypass ramps both north and south bound will greatly reduce the speed differential by keeping trucks in the right lanes as they pass through the interchange. Similar configurations have shown significant safety benefit.
Velocity	AM peak hour average speed improves from 43 to 52 mph PM peak hour average speed improves from 31 to 40 mph
Throughput	Peak LOS improvement from current LOS F to LOS D or better through the design year 2040
Reliability	AM and PM peak hour total delay reduced approximately 30%
Congestion Reduction	More than 1200vh/d Daily hours of delay saved for total traffic
Emissions Reduction	60 tons per year Reduction of Particulate Matter combined of ROG, PM10, NOx 119,000 tons per year reduction of Carbon Dioxide (CO2)

SANBAG Contract No. C09-016

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

South Milliken Ave. Grade Separation**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ ReceivableVendor ID CTC☐ Yes _____ % ☒ No☐ Amendment

Notes:

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ _____

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: N/A

New Amend. Approval (Board) Date: _____

Amend. Start: _____

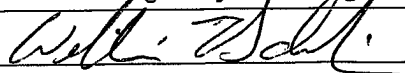
Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget
Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**8/12/08
Date8/13/08
Date

Task Manager Signature

Contract Manager Signature

8/12/08
Date

Chief Financial Officer Signature

Filename: C09016-pc

SANBAG Agreement No. C09016
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the South Milliken Ave. Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Milliken Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Gregory C. Devereaux
City Manager
City of Ontario


DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel

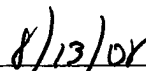

DATE

Exhibit A



2008 Project Programming Request
(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District	EA	PRNO	MPO ID	TCRP No.	
08			200405		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
South Milliken Ave Railroad Grade Separation at UP/Los Angeles					
PM/BR	PM/Ad	Project Mgr/Contact		Phone	E-mail Address
		Tom Danna		909-395-2387	tdanna@ci.ontario.ca.us
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Ontario along Alameda Corridor East, on Milliken Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation (likely highway under rail).					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 61, 71			Senate: 31, 32		
Congressional: 43, 44					
Purpose and Need					
Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). It carries an estimated 19,500 vehicles per day (43,000 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document Type: N/A CEQA SE
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					12/31/11
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: South Milliken Ave Railroad Grade Separation at UP/Los Angeles				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	546	0	0	0	0	546	
CON	0	0	0	0	26,787	0	0	26,787	
TOTAL	750	0	2,546	0	26,787	0	0	30,083	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					8,031			8,031	
TOTAL	0	0	0	0	8,031	0	0	8,031	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,017			6,017	
TOTAL	0	0	0	0	6,017	0	0	6,017	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			546					546	
CON					12,739			12,739	
TOTAL	750	0	2,546	0	12,739	0	0	16,035	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: S Milliken Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 29 existing daily vehicle hours Reduction of 131 daily vehicle hours in 2030
Throughput	Elinination of current gate down time of 1.3 hours per day Elimination of gate down time of 2.0 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 203 vehicles per hour per lane Eliminate at grade vehicle queue rate of 448 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.077 Nox- 0.00005 PM2.5- 0.00001 ROG- 0.00002

SANBAG Contract No. C09-017

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

North Milliken Ave. Grade Separation**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ ReceivableVendor ID CTC☐ Yes _____ % ☒ No☐ Amendment

Notes:

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ _____

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: _____ Contract Start: _____ Contract End: _____

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget
Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09017-pc

SANBAG Agreement No. C09017
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the North Milliken Ave. Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the North Milliken Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

The Project is also a recipient of Traffic Congestion Relief Project (TCRP) funds.

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Gregory C. Devereaux
City Manager
City of Ontario

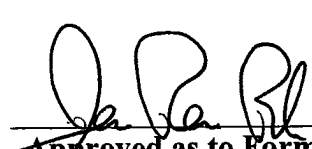
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE



Exhibit A 2008 Project Programming Request (Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District	EA	PPNO	MPOID	TCRP No.	
08			20010139	55.2	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
North Milliken Ave Railroad Grade Separation at UPRR					
PM/BK	PM A/E	Project Mgr/Contact	Phone	E-mail Address	
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Ontario along Alameda Corridor East, on Milliken Ave at UPRR between Guasti and Airport Dr, construct grade separation (likely highway under rail). (TCRP Leg. Desc. - Alameda Corridor East: Build grade separations on Burlington Northern Santa Fe and Union Pacific Railroad lines with rail to rail separation at Colton through San Bernardino County.)					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 61			Senate: 32		
Congressional: 43					
Purpose and Need					
Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 32,000 vehicles per day (45,000 vpd by 2030), and heavy duty trucks are estimated to comprise 26 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 218 daily vehicle hours of delay in 2030.					
Project Milestones					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/11/01
Circulate Draft Environmental Document					Document Type: N/A
Draft Project Report					CEQA SE
End Environmental Phase (PA&ED Milestone)					12/16/02
Begin Design (PS&E) Phase					11/21/02
End Design Phase (Ready to List for Advertisement Milestone)					01/01/07
Begin Right of Way Phase					06/30/08
End Right of Way Phase (Right of Way Certification Milestone)					03/01/08
Begin Construction Phase (Contract Award Milestone)					10/31/08
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/09
Begin Closeout Phase					11/30/10
End Closeout Phase (Closeout Report)					12/01/10
					12/31/10



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	55.2	0
Project Title: North Milliken Ave Railroad Grade Separation at UPRR				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
E&P (PA&ED)	557	0	0	0	0	0	0	557	
PS&E	4,443	0	0	0	0	0	0	4,443	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	200	0	0	0	0	0	0	200	
CON	0	69,010	0	0	0	0	0	69,010	
TOTAL	5,200	69,010	0	0	0	0	0	74,210	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		6,490						6,490	
TOTAL	0	6,490	0	0	0	0	0	6,490	

Fund No. 2:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)	557							557	TCRP - Ontario
PS&E	4,443							4,443	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W	100							100	
CON		43,454						43,454	
TOTAL	5,100	43,454	0	0	0	0	0	48,554	

Fund No. 3:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Developer Impact Fee
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W	100							100	
CON		12,986						12,986	
TOTAL	100	12,986	0	0	0	0	0	13,086	

Fund No. 4:										Program Code
Existing Funding										
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0		
PS&E	0	0	0	0	0	0	0	0		
R/W SUP (CT)	0	0	0	0	0	0	0	0		
CON SUP (CT)	0	0	0	0	0	0	0	0		
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
TOTAL	0	0	0	0	0	0	0	0		
Proposed Funding										Notes
E&P (PA&ED)								0	UPRR	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON		3,580						3,580		
TOTAL	0	3,580	0	0	0	0	0	3,580		

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	San Bernardino County Measure I
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		2,500						2,500	
TOTAL	0	2,500	0	0	0	0	0	2,500	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: N Milliken Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 98 existing daily vehicle hours Reduction of 218 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 1.6 hours per day Elimination of gate down time of 2.4 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 394 vehicles per hour per lane Eliminate at grade vehicle queue rate of 625 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.27 Nox- 0.00019 PM2.5- 0.00002 ROG- 0.00008

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

The Project is also a recipient of State Transportation Improvement Program (STIP) funds.

SANBAG Contract No. C09-018

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

Vineyard Ave. Grade Separation Project**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>CTC</u>	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>0</u>	Previous Amendments Total:	\$ _____
		Previous Amendments Contingency Total:	\$ _____
Contingency Amount:	\$ _____	Current Amendment:	\$ _____
		Current Amendment Contingency:	\$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____


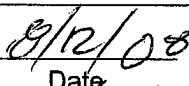
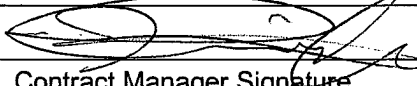
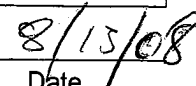
Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
-----------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**
Task Manager Signature
Date
Contract Manager Signature
Date

Chief Financial Officer Signature

Date

Filename: C09018-pc

SANBAG Agreement No. C09018
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Vineyard Ave Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Vineyard Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
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- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

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4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Gregory C. Devereaux
City Manager
City of Ontario

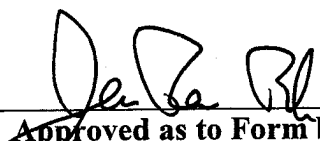
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE

Exhibit A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District	EA	PPNO	MPO ID	TORP No.	
08			200849		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
Vineyard Ave Railroad Grade Separation at UP/Alhambra					
PM Bk	PM Aka	Project Mgr/Contact		Phone	E-mail Address
		Tom Danna		909-395-2387	tdanna@ci.ontario.ca.us
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Ontario along Alameda Corridor East, on Vineyard Ave at UP/Alhambra immediately south of Holt Blvd, construct grade separation (likely highway under rail).					
Component	Implementing Agency		AB 680	Letter of No Prejudice	
PA&ED	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 61			Senate: 32		
Congressional: 43					
Purpose and Need					
Vineyard Ave is a north/south corridor north of Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 11,400 vehicles per day (25,200 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Vineyard Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document Type: N/A CEQA SE
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					12/31/11
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: Vineyard Ave Railroad Grade Separation at UP/Alhambra				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	546	0	0	0	0	546	
CON	0	0	0	0	22,490	0	0	22,490	
TOTAL	750	0	2,546	0	22,490	0	0	25,786	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,884			6,884	
TOTAL	0	0	0	0	6,884	0	0	6,884	

Fund No. 2:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					5,157			5,157	
TOTAL	0	0	0	0	5,157	0	0	5,157	

Fund No. 3:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			546					546	
CON					10,449			10,449	
TOTAL	750	0	2,546	0	10,449	0	0	13,745	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Vineyard Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety Eliminate potential accidents with at grade crossings of rial lines

Velocity Reduction of 23 existing daily vehicle hours
Reduction of 98 daily vehicle hours in 2030

Throughput Elimination of current gate down time of 1.6 hours per day
Elimination of gate down time of 2.4 hours per day in 2030

Reliability Eliminate emergency vehicle delay time up to 5 minutes

Congestion Reduction Eliminate current at grade vehicle queue rate of 178 vehicles per hour per lane
Eliminate at grade vehicle queue rate of 394 vehicles per hour per lane in 2030

Emissions Reduction Estimate emission reductions in tons per day
CO2- 0.86
Nox- 0.00006
PM2.5- 0.00001
ROG- 0.00003

SANBAG Contract No. C09-019

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

Lenwood Road Grade Separation Project**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ ReceivableVendor ID CTC☐ Yes _____ % ☒ No☐ Amendment

Notes:

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ _____

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: N/A

New Amend. Approval (Board) Date: _____

Amend. Start: _____

Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental☐ Private☐ Non-Local☐ Local☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09019-pc

SANBAG Agreement No. C09019
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Lenwood Road Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Barstow (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Lenwood Road Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Lawrence Dale
Mayor
City of Barstow

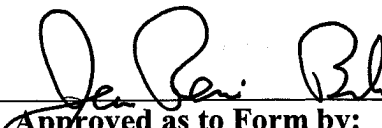
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE

Exhibit A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 07/10/08	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08			200622	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
Lenwood Rd Railroad Grade Separation					
PM BR	PM A/R	Project Mgr/Contact		Phone	E-mail Address
		Michael Stewart		(760) 255-5154	mstewart@barstowca.org
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Barstow, on Lenwood Road at the BNSF Cajon Line, construct grade separation (likely highway over rail). Legislative Description - Construction of Lenwood Road Grade Separation in Barstow, CA.					
Component	Implementing Agency		AB 680	Letter of No Preference	
PA&ED	Barstow, City of		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Barstow, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Barstow, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Barstow, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 34		Senate: 18			
Congressional: 25					
Purpose and Need					
Lenwood Rd. is a major north/south arterial through the City of Barstow that crosses both I-15 and SR-58 and carries approximately 4,200 vehicles per day. Because of Barstow's strategic location at the intersection of these two facilities, the area adjacent to Lenwood Rd. is increasingly being developed as warehouse and distribution centers. Lenwood Rd. is the primary point of access for these facilities. Currently, truck traffic travels 8 miles out of the way to avoid the Lenwood Rd at grade crossing due to the unreliability of access. An estimated 94 freight trains and two passenger trains cross Lenwood Rd. daily, creating substantial traffic delays and providing a physical impediment to emergency response service and mobility to residents of Barstow.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					10/01/08
Circulate Draft Environmental Document					04/01/10
Draft Project Report					06/01/08
End Environmental Phase (PA&ED Milestone)					10/01/10
Begin Design (PS&E) Phase					01/01/11
End Design Phase (Ready to List for Advertisement Milestone)					01/01/12
Begin Right of Way Phase					10/01/10
End Right of Way Phase (Right of Way Certification Milestone)					12/01/11
Begin Construction Phase (Contract Award Milestone)					04/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/13
Begin Closeout Phase					09/01/13
End Closeout Phase (Closeout Report)					12/01/13



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	CT District	PPND	TCRP Project No.	EA
SBD	08	0	N/A	0
Project Title: Lenwood Rd Railroad Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	2,700	0	0	0	0	0	0	2,700	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	743	0	0	0	743	
CON	0	0	0	0	21,572	0	0	21,572	
TOTAL	2,700	0	0	743	21,572	0	0	25,075	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,694			6,694	
TOTAL	0	0	0	0	6,694	0	0	6,694	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Local (City of Barstow)
PS&E	1,206							1,206	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W				743				743	
CON					14,878			14,878	
TOTAL	1,206	0	0	743	14,878	0	0	16,627	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Demo - SAFETEA-LU
PS&E	1,200							1,200	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	1,200	0	0	0	0	0	0	1,200	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	STP-Regional
PS&E	354							354	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	354	0	0	0	0	0	0	354	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Lenwood Road Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety Eliminate potential accidents with at grade crossings of rial lines

Velocity Reduction of 17 existing daily vehicle hours
Reduction of 130 daily vehicle hours in 2030

Throughput Elinination of current gate down time of 3.3 hours per day
Elimination of gate down time of 6.6 hours per day in 2030

Reliability Eliminate emergency vehicle delay time up to 5 minutes

Congestion Reduction Eliminate current at grade vehicle queue rate of 131 vehicles per hour per lane
Eliminate at grade vehicle queue rate of 380 vehicles per hour per lane in 2030

Emissions Reduction Estimate emission reductions in tons per day
CO2- 0.96
Nox- 0.00054
PM2.5- 0.00008
ROG- 0.00025

SANBAG Contract No. C09-020

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

Glen Helen Pkwy Grade Separation Project**FOR ACCOUNTING PURPOSES ONLY**☐ Payable
☐ ReceivableVendor Contract # _____
Vendor ID CTCRetention:
☐ Yes _____ % ☒ No☒ Original
☐ Amendment

Notes:

Original Contract: \$ 0

Contingency Amount: \$ _____Previous Amendments Total: \$ _____
Previous Amendments Contingency Total: \$ _____
Current Amendment: \$ _____
Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>NA</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: N/A
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority → Fiscal Year: _____ Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____
\$ _____Is this consistent with the adopted budget? ☐ Yes ☐ No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schulling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09020-pc

SANBAG Agreement No. C09020
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Glen Helen Pkwy Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the County of San Bernardino (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Glen Helen Pkwy Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Paul Biane
Chairman
County of San Bernardino


DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE

Exhibit A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District	EA	PPNO	MPNO	ICRP No	
08			200806	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
Glen Helen Pkwy Railroad Grade Separation					
PM B/C	PM And	Project Manager/Contact	Phone	Email Address	
		Chris Saed	909-387-7877	csaed@dpw.sbcounty.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the County of San Bernardino, on Glen Helen Pkwy at UPRR and BNSF, construct grade separation (likely highway over rail).					
Component	Implementing Agency		AS 3090	Letter of No Prejudice	
PA&ED	County of San Bernardino		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	County of San Bernardino		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	County of San Bernardino		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	County of San Bernardino		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 63			Senate: 31, 32		
Congressional: 26, 43					
Purpose and Need					
Glen Helen Pkwy connects I-15 and I-215 and carries approximately 5,600 vehicles per day, although that substantially increase during special events at Glen Helen Regional Park and Hyundai Pavillion, which holds 65,000 people. In addition, it is a detour alternative to the Devore Interchange during construction or emergencies. The estimated 94 freight and two passenger trains that cross Glen Helen Pkwy every day create substantial traffic delays and provide a physical impediment to passenger and truck mobility in this developing area. Separating the railroad crossing from Glen Helen Pkwy will mitigate community impacts of goods movement.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					06/01/06
Circulate Draft Environmental Document					CEQA SE
Draft Project Report					06/30/08
End Environmental Phase (PA&ED Milestone)					06/30/08
Begin Design (PS&E) Phase					08/01/08
End Design Phase (Ready to List for Advertisement Milestone)					09/30/10
Begin Right of Way Phase					11/01/08
End Right of Way Phase (Right of Way Certification Milestone)					09/01/09
Begin Construction Phase (Contract Award Milestone)					11/01/10
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/12
Begin Closeout Phase					11/01/12
End Closeout Phase (Closeout Report)					06/01/13



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	N/A	0
Project Title: Glen Helen Pkwy Railroad Grade Separation				

Existing Total Project Cost								Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	
E&P (PA&ED)	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	
Proposed Total Project Cost								
E&P (PA&ED)	0	0	0	0	0	0	0	
PS&E	2,650	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	
R/W	0	3,000	0	0	0	0	0	
CON	0	0	21,218	0	0	0	0	
TOTAL	2,650	3,000	21,218	0	0	0	0	28,868

Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	
Proposed Funding								Notes
E&P (PA&ED)							0	Proposed TCIF
PS&E							0	
R/W SUP (CT)							0	
CON SUP (CT)							0	
R/W							0	
CON			7,172				7,172	
TOTAL	0	0	7,172	0	0	0	7,172	

Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	
Proposed Funding								Notes
E&P (PA&ED)							0	Developer Impact Fee
PS&E							0	
R/W SUP (CT)							0	
CON SUP (CT)							0	
R/W							0	
CON			7,469				7,469	
TOTAL	0	0	7,469	0	0	0	7,469	

Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	
Proposed Funding								Notes
E&P (PA&ED)							0	San Bernardino County Measure I
PS&E	2,650						2,650	
R/W SUP (CT)							0	
CON SUP (CT)							0	
R/W		3,000					3,000	
CON			6,577				6,577	
TOTAL	2,650	3,000	6,577	0	0	0	12,227	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Geln Helen Parkway Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes: Outcome

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 24 existing daily vehicle hours Reduction of 371 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 3.3 hours per day Elimination of gate down time of 6.6 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 175 vehicles per hour per lane Eliminate at grade vehicle queue rate of 368 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.961 Nox- 0.00054 PM2.5- 0.00008 ROG- 0.00025

SANBAG Contract No. C09-021
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
Palm Ave. Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY				
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID CTC _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>0</u> Contingency Amount: \$ _____	Previous Amendments Total: \$ _____ Previous Amendments Contingency Total: \$ _____ Current Amendment: \$ _____ Current Amendment Contingency: \$ _____ Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →				\$ <u>0</u>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>9/3/08</u> Contract Start: <u>9/2/08</u> Contract End: <u>N/A</u> New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____		Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? _____ If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Ty Schuiling</u>			Contract Manager: <u>Phillip Chu</u>	

 Task Manager Signature	Date <u>8/12/08</u>	 Contract Manager Signature	Date <u>8/13/08</u>
 Chief Financial Officer Signature	Date <u>8/12/08</u>		

Filename: C09021-pc

SANBAG Agreement No. C09021
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Palm Ave Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG) and the City of San Bernardino(Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Palm Ave Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Lori Sassoon
Acting City Manager
City of San Bernardino

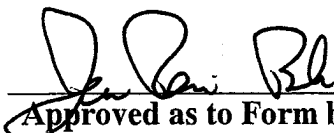
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel


DATE

Exhibit A

2008 Project Programming Request

(Project Information)



General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 07/10/08	
Caltrans District:	EA	PPNO	MPNO	TCRP No.	
08			200850	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency		MPG	Element
SBD		SANBAG		SCAG	MT
Project Title					
Palm Ave Railroad Grade Separation					
PM Bk	PM And	Project Mgr/Contact	Phone	E-mail Address	
		Gilbert Betancourt	909-886-3971	gbetancourt@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of San Bernardino and the County of San Bernardino, from 1000' east of at-grade on Palm Ave and 1000' north and south of grade on Cajon Blvd, construct grade separation (likely highway over rail) and widen Palm and Cajon from 2 to 4 lanes					
Component	Implementing Agency		AE 3090	Letter of No Prejudice	
PA&ED	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 63		Senate: 32			
Congressional: 43					
Purpose and Need					
Palm Ave is a major east-west arterial that carries approximately 5,300 vehicles per day. The estimated 94 freight and two passenger trains that cross Palm Ave every day create substantial traffic delays and disrupt access to a developing industrial/warehouse area nearby. Separating the railroad crossing from Palm Ave will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time of 6.6 hours per day in 2030 and is estimated to reduce 105 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Decision Type: N/A
Draft Project Report					CEQA SE
End Environmental Phase (PA&ED Milestone)					06/30/09
Begin Design (PS&E) Phase					12/30/09
End Design Phase (Ready to List for Advertisement Milestone)					01/01/10
Begin Right of Way Phase					06/30/12
End Right of Way Phase (Right of Way Certification Milestone)					07/01/10
Begin Construction Phase (Contract Award Milestone)					06/30/12
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/12
Begin Closeout Phase					12/30/13
End Closeout Phase (Closeout Report)					01/01/14
					06/30/14

2008 Project Programming Request

(Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	CRISTINO	PERNO	PERF. FIDELITY	EA
SBD	08	0	N/A	0
Project Info	Palm Ave Railroad Grade Separation			

[illegible]

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Proposed TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					9,390				
TOTAL									

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									Developer Impact Fees
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,136				
TOTAL	0	0	0	0	5,136	0	0	5,136	

Fund No. 3:								Program Code
Existing Funding								
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								
Proposed Funding								
E&P (PA&ED)	750							
PS&E			2,000					
R/W SUP (CT)								
CON SUP (CT)								
R/W			1,126					
CON					16,774			
TOTAL	750		2,000		16,774			
								Notes
								San Bernardino County Measure I

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Palm Ave Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 23 existing daily vehicle hours Reduction of 105 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 3.32 hours per day Elimination of gate down time of 6.6 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 166 vehicles per hour per lane Eliminate at grade vehicle queue rate of 327 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.066 Nox- 0.00002 PM2.5- 0.00001 ROG- 0.00001

SANBAG Contract No. C09-022

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

Valley Blvd., Grade Separation Project**FOR ACCOUNTING PURPOSES ONLY**☐ Payable
☐ ReceivableVendor Contract # _____
Vendor ID CTCRetention:
☐ Yes _____ % ☒ No☒ Original
☐ Amendment

Notes:

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ _____

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: N/A

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget
Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09022-pc

SANBAG Agreement No. C09022
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Valley Blvd Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Colton (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Valley Blvd Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Daryl Parrish
City Manager
City of Colton

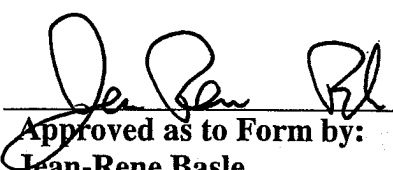
DATE

Will Kempton
Director
California Department of Transportation

DATE

John F Barna, Jr.
Executive Director
California Transportation Commission

DATE


Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel

8/13/08
DATE

Exhibit A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 07/10/08	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08			200849	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
Valley Blvd Railroad Grade Separation					
PM Bk	PM Amt	Project Mgr/Contact	Phone	Email Address	
		Gilbert Betancourt	909-886-3971	gbetancourt@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In Colton, on Valley Blvd from N. Pennsylvania Ave east to N. 7th St, construct railroad grade separation by building a flyover bridge for the railroad.					
Component	Implementing Agency		AB 680	Letter of No Prejudice	
PA&ED	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 62			Senate: 32		
Congressional: 43					
Purpose and Need					
Valley Blvd is a major east-west arterial that carries approximately 11,000 vehicles per day. The estimated 71 trains that cross Valley Blvd every day create substantial traffic delays and disrupt business in downtown Colton. Separating the railroad crossing from Valley Blvd, which is also a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation is estimated to reduce 115 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document type: N/A CEQA SE
Draft Project Report					06/30/09
End Environmental Phase (PA&ED Milestone)					12/30/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					06/30/12
Begin Right of Way Phase					07/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					07/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/13
Begin Closeout Phase					01/01/14
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15
SBD	08	0				N/A	0
Project Title	Valley Blvd Railroad Grade Separation						

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	750								
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750								

Fund No. 1:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding								Notes	
E&P (PA&ED)								Proposed TCIF	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,658				
TOTAL					7,658				

Fund No. 2:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding								Notes	
E&P (PA&ED)								Developer Impact Fees	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,623				
TOTAL					5,623				

Fund No. 3:	Existing Funding								Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding								Notes	
E&P (PA&ED)	750							San Bernardino County Measure I	
PS&E			2,500						
R/W SUP (CT)									
CON SUP (CT)									
R/W			2,251						
CON					9,904				
TOTAL	750		2,500		9,904				

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Valley Blvd Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

<u>Outcomes:</u>	<u>Outcome</u>
Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 34 existing daily vehicle hours Reduction of 115 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 2.5 hours per day Elimination of gate down time of 3.8 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 165 vehicles per hour per lane Eliminate at grade vehicle queue rate of 312 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.23061 Nox- 0.00007 PM2.5- 0.00002 ROG- 0.00004

Minute Action

AGENDA ITEM: 7

Date: August 20, 2008

Subject: Trade Corridor Improvement Fund (TCIF) Funding Agreement between
SANBAG and Local Sponsors.

Recommendation:* Approve the following funding agreements pertaining to TCIF projects:

1. Palm Ave. Grade Separation Project. (Contract No. C09063)
2. Glen Helen Pkwy. Grade Separation Project. (Contract No. C09064)
3. South Milliken Ave. Grade Separation Project. (Contract No. C09065)
4. North Milliken Ave. Grade Separation Project. (Contract No. C09066)
5. Vineyard Ave. Grade Separation Project. (Contract No. C09067)
6. Valley Blvd. Grade Separation Project. (Contract No. C09068)
7. I-10 Logistics Access Project Cherry Interchange. (Contract No. C09069)
8. I-10 Logistics Access Project Citrus Interchange. (Contract No. C09070)

Background: The California Transportation Commission (CTC) acted on April 10, 2008 to program \$1.648 billion in Proposition 1B Trade Corridor Improvement Funds for projects in the Los Angeles/Inland Empire Corridor, with approximately \$239 million for SANBAG's Tier 1 projects. In its adopted resolution, the CTC required nominating agencies to provide executed project baseline agreements that commit to full funding of each of the projects.

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

In order to secure the TCIF funding for each project, the local sponsoring agencies need to identify all project funding sources as being committed and available. TCIF projects included in the current SANBAG Development Mitigation Nexus Study project list will have to commit their local development share contribution as established in the Nexus Study. The attached funding agreements state the development mitigation fair-share percentage for each phase of the project. Local sponsors may borrow funds from other accounts to cover the development mitigation requirement but the loans must be reimbursed with development contributions once they are available.

If the local development share is not available at the time when funding is required, SANBAG may provide a loan with Measure I 2010-2040 dollars to cover the local share at the discretion of the SANBAG Board. Loan terms and agreements will be established through the 2010-2040 Measure I strategic plan process. Measure I 2010-2040 funds cannot be borrowed until the SANBAG Board has approved loan terms and agreement for each project.

The funding agreement also reaffirms that TCIF funds are considered as part of the public share funding and will not reduce the local development share contribution requirement.

In discussion with the County on agreement No. 2 & 7 (C09064 & C09069) for I-10 Cherry Interchange and Glen Helen Pkwy Grade Separation project, County staff proposed the following modifications to the original agreement (underlined in bold – the reference to CITY refers to Fontana):

*4. If at the time the funds are required the CITY and/or the COUNTY are not able to provide the required 22.7% Percent County share and 12.7% Percent City share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG ~~may~~ **shall** provide a loan of Measure I dollars to cover the CITY and/or COUNTY local **share with terms acceptable to all parties and approved by the SANBAG Board, County Board of Supervisors, and CITY Council.** Repayment of such a loan by development contributions would occur in accordance with the **agreed upon** provisions of a loan agreement between SANBAG, the CITY and the COUNTY.*

*5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board **and the COUNTY Board of Supervisors and CITY Council have** approved a loan agreement containing the specific terms and conditions for the PROJECT.*

The modifications proposed by the County firmly commit the SANBAG Board to provide a loan of Measure I dollars (based on acceptable loan terms and conditions by all parties) to cover local development contribution share in the event the City and/or the County cannot provide the required local development share as identified. The language proposed by the County would make this a commitment of the Board in advance of the time at which the SANBAG staff was expecting to have the Board make such a commitment. Nevertheless, it is highly likely that loans will be required for the I-10/Cherry interchange project, as well as other TCIF projects, if the projects are to be delivered within the established TCIF timelines, given the magnitude of the expected expenditures.

To fund these loans, it is also likely that SANBAG would either need to bond against future Measure I 2010-2040 dollars or borrow significant sums from other Valley programs. Based on financial analyses conducted to date for the Strategic Plan, these financing strategies are likely feasible, but the potential impacts on the delivery of other programs and projects has not been assessed. SANBAG has already made a substantial funding commitment of Measure I 2010-2040 dollars by applying for and executing baseline agreements on TCIF projects.

All parties agree that these are critical projects and that none of the agencies can afford to forgo the commitment of TCIF funds. Therefore, a substantial incentive exists on the part of all the involved agencies to come to a mutually satisfactory financial arrangement.

Direction is desired from the Plans and Programs Committee as to whether the language should be modified to reflect the County's proposal, which would strengthen SANBAG's commitment to loan Measure I 2010-2040 funds to cover development mitigation shares should the funds not be available. SANBAG staff's opinion is that language in the attached agreement already provides for adequate protections, given the incentives that all agencies have to deliver these TCIF projects. However, the committee could determine that the stronger SANBAG commitment should be included in the funding agreements for the I-10/Cherry and Glen Helen Parkway projects at this time. If such direction is given, staff believes it would be most fair to provide the same language in all the TCIF funding agreements, so as to treat each project equally. If such direction is not given, the language included in the attached agreements would apply. In either case, the terms of the loans would be determined through the Strategic Plan process and through negotiations with the individual jurisdictions, subject to the approval of the SANBAG Board.

Financial Impact: This item is consistent with the approved FY 08/09 Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on August 20, 2008

Responsible Staff: Philip Chu, Transportation Programming Analyst
Steve Smith, Chief of Planning
Ty Schuiling, Director of Planning and Programming

SANBAG Contract No. C09063

by and between

San Bernardino Associated Governments

and

City of San Bernardino

for

Rail-Highway Grade Separation Project at Palm Ave BNSF**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ Receivable

Vendor ID _____

☐ Yes _____ % ☒ No☐ Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ 0

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

\$ 0**Contract TOTAL →**

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>NA</u>	<u>NA</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: NA

New Amend. Approval (Board) Date: _____

Amend. Start: _____

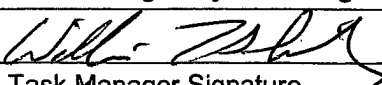
Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental☐ Private☐ Non-Local☐ Local☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

9/12/08

Date



Contract Manager Signature

8/15/08

Date



Chief Financial Officer Signature

8/10/08

Date

Filename: C09063-pc

**FUNDING AGREEMENT NO.C09063
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF SAN BERNARDINO

FOR

Rail-Highway Grade Separation Project at Palm Ave BNSF

THIS AGREEMENT is made and entered into this _____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and City of San Bernardino (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$9,390,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the Palm Ave. Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$35,176,000, which includes construction of a grade separation (highway over rail) and widening of Palm Ave and Cajon Blvd from 2 to 4 lanes ; and

WHEREAS, SANBAG and the CITY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$9,390,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and the CITY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 14.6% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions

2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY agrees to commit a minimum of 14.6% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The CITY agrees that this funding will come from development contributions but that the CITY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the CITY is not able to provide the required 14.6% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the CITY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

City of San Bernardino

By: _____
Deborah Barmack
Executive Director

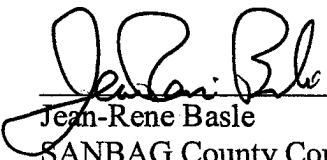
By: _____
Lori Sassoon
Acting City Manager

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

Date: 8/13/08

Date: _____

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 07/10/08	
Caltrans District:	EA:	PPNO:	MPO ID:	ICRP No.:	
08			200850	N/A	
County:	Route/Corridor:	Project Sponsor/Lead Agency:		MPO:	Element:
SBD		SANBAG		SCAG	MT
Project Title:					
Palm Ave Railroad Grade Separation					
PM/BK:	PM/Ahd:	Project Mgr/Contact:	Phone:	E-mail/Address:	
		Gilbert Betancourt	909-886-3971	gbetancourt@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description:					
In the City of San Bernardino and the County of San Bernardino, from 1000' east of at-grade on Palm Ave and 1000' north and south of grade on Cajon Blvd, construct grade separation (likely highway over rail) and widen Palm and Cajon from 2 to 4 lanes					
Component:	Implementing Agency:		AB 3090:	Letter of No Prejudice:	
PA&ED	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts:					
Assembly: 63		Senate: 32			
Congressional: 43					
Purpose and Need:					
Palm Ave is a major east-west arterial that carries approximately 5,300 vehicles per day. The estimated 94 freight and two passenger trains that cross Palm Ave every day create substantial traffic delays and disrupt access to a developing industrial/warehouse area nearby. Separating the railroad crossing from Palm Ave will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.					
Project Benefits:					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time of 6.6 hours per day in 2030 and is estimated to reduce 105 daily vehicle hours of delay in 2030.					
Project Milestone:					Date:
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document Type: N/A
Draft Project Report					06/30/09
End Environmental Phase (PA&ED Milestone)					12/30/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					06/30/12
Begin Right of Way Phase					07/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					07/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/13
Begin Closeout Phase					01/01/14
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	CT District	PPNO	TORP Project No.	EA
SBD	08	0	N/A	0
Project Title: Palm Ave Railroad Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	1,126	0	0	0	0	1,126	
CON	0	0	0	0	31,300	0	0	31,300	
TOTAL	750	0	3,126	0	31,300	0	0	35,176	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					9,390			9,390	
TOTAL	0	0	0	0	9,390	0	0	9,390	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					5,136			5,136	
TOTAL	0	0	0	0	5,136	0	0	5,136	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			1,126					1,126	
CON					16,774			16,774	
TOTAL	750	0	3,126	0	16,774	0	0	20,650	

SANBAG Contract No. C09064

by and between

San Bernardino Associated Governments

and

County of San Bernardino

for

Rail-Highway Grade Separation Project at Glen Helen Parkway BNSF/UP**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ Receivable

Vendor ID _____

☐ Yes _____ % ☒ No☐ Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ 0

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

\$ 0**Contract TOTAL →**

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>NA</u>	<u>NA</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: NA

New Amend. Approval (Board) Date: _____

Amend. Start: _____

Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**

Fiscal Year: _____

\$ _____

Future Fiscal Year(s) – Unbudgeted Obligation →

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09064-pc

**FUNDING AGREEMENT NO. C09064
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO

FOR

Rail-Highway Grade Separation Project at Glen Helen Parkway BNSF/UP

THIS AGREEMENT is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and County of San Bernardino (hereinafter referred to as "COUNTY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$7,172,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the Glen Helen Parkway Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$26,868,000, which includes construction of a grade separation (highway over rail) on Glen Helen Parkway; and

WHEREAS, SANBAG and the COUNTY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$7,172,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the COUNTY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and COUNTY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 27.8% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions
2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The COUNTY agrees to commit a minimum of 27.8% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The COUNTY agrees that this funding will come from development contributions but that the COUNTY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the COUNTY is not able to provide the required 27.8% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the COUNTY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the COUNTY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

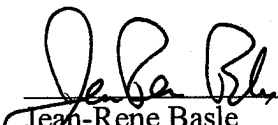
5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

By: _____
Deborah Barmack
Executive Director

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

County of San Bernardino

By: _____
Paul Biane
Chairman

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date:	03/10/08
Caltrans District:	EA	PPNO	MPO ID	TCRP No.	
08			200806	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element	
SBD		SANBAG	SCAG	MT	
Project Title					
Glen Helen Pkwy Railroad Grade Separation					
PM/BK	PM/Asst	Project Mgr/Contact	Phone	E-mail Address	
		Chris Saed	909-387-7877	csaed@dpw.sbcounty.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the County of San Bernardino, on Glen Helen Pkwy at UPRR and BNSF, construct grade separation (likely highway over rail).					
Component	Implementing Agency	AB 680	Letter of No Prejudice		
PA&ED	County of San Bernardino	<input type="checkbox"/>	<input type="checkbox"/>		
PS&E	County of San Bernardino	<input type="checkbox"/>	<input type="checkbox"/>		
Right of Way	County of San Bernardino	<input type="checkbox"/>	<input type="checkbox"/>		
Construction	County of San Bernardino	<input type="checkbox"/>	<input type="checkbox"/>		
Legislative Districts					
Assembly: 63		Senate: 31, 32			
Congressional: 26, 43					
Purpose and Need					
Glen Helen Pkwy connects I-15 and I-215 and carries approximately 5,600 vehicles per day, although that substantially increase during special events at Glen Helen Regional Park and Hyundai Pavillion, which holds 65,000 people. In addition, it is a detour alternative to the Devore Interchange during construction or emergencies. The estimated 94 freight and two passenger trains that cross Glen Helen Pkwy every day create substantial traffic delays and and provide a physical impediment to passenger and truck mobility in this developing area. Separating the railroad crossing from Glen Helen Pkwy will mitigate community impacts of goods movement.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					06/01/06
Circulate Draft Environmental Document					Document Type: N/A CEQA SE
Draft Project Report					06/30/08
End Environmental Phase (PA&ED Milestone)					06/30/08
Begin Design (PS&E) Phase					08/01/08
End Design Phase (Ready to List for Advertisement Milestone)					09/30/10
Begin Right of Way Phase					11/01/08
End Right of Way Phase (Right of Way Certification Milestone)					09/01/09
Begin Construction Phase (Contract Award Milestone)					11/01/10
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/12
Begin Closeout Phase					11/01/12
End Closeout Phase (Closeout Report)					06/01/13



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	N/A	0
Project Title: Glen Helen Pkwy Railroad Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	2,850	0	0	0	0	0	0	2,850	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	3,000	0	0	0	0	0	3,000	
CON	0	0	21,227	0	0	0	0	21,227	
TOTAL	2,850	3,000	21,227	0	0	0	0	26,888	

Fund No. 1:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			7,172					7,172	
TOTAL	0	0	7,172	0	0	0	0	7,172	

Fund No. 2:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fee
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			7,469					7,469	
TOTAL	0	0	7,469	0	0	0	0	7,469	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									
E&P (PA&ED)								0	San Bernardino County Measure 1
PS&E	2,650							2,650	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		3,000						3,000	
CON			6,577					6,577	
TOTAL	2,650	3,000	6,577	0	0	0	0	12,227	

SANBAG Contract No. C09065

by and between

San Bernardino Associated Governments

and

City of Ontario

for

Rail-Highway Grade Separation Project at South Milliken Ave. UP**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ Receivable

Vendor ID _____

☐ Yes _____ % ☒ No☐ Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ 0

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

\$ 0**Contract TOTAL →**

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>NA</u>	<u>NA</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08Contract Start: 9/2/08Contract End: NA

New Amend. Approval (Board) Date: _____

Amend. Start: _____

Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental☐ Private☐ Non-Local☐ Local☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09065-pc

**FUNDING AGREEMENT NO. C09065
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF ONTARIO

FOR

Rail-Highway Grade Separation Project at South Milliken Ave. UP

THIS AGREEMENT is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and City of Ontario (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$8,031,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the South Milliken Ave. Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$30,083,000, which includes construction of a grade separation (highway under rail) on South Milliken north of Mission Blvd; and

WHEREAS, SANBAG and the CITY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$8,031,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and the CITY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 20% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions
2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY agrees to commit a minimum of 20% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The CITY agrees that this funding will come from development contributions but that the CITY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the CITY is not able to provide the required 20% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the CITY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

City of Ontario

By: _____
Deborah Barmack
Executive Director


By: _____
Gregroy C. Devereaux
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

Date: 8/13/01

Date: _____

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08			200405		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
South Milliken Ave Railroad Grade Separation at UP/Los Angeles					
PM/BK	PM/And	Project Mgr/Contact	Phone	E-mail Address	
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us	
Location/Project Limits/Description/Scope of Work/Legislative Description					
In the City of Ontario along Alameda Corridor East, on Milliken Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation (likely highway under rail).					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Ontario		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 61, 71		Senate: 31, 32			
Congressional: 43, 44					
Purpose and Need					
Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 19,500 vehicles per day (43,000 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document type: N/A CEQA SE
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					12/31/11
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: South Milliken Ave Railroad Grade Separation at UP/Los Angeles				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	546	0	0	0	0	546	
CON	0	0	0	0	26,787	0	0	26,787	
TOTAL	750	0	2,546	0	26,787	0	0	30,083	

Fund No. 1:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					8,031			8,031	
TOTAL	0	0	0	0	8,031	0	0	8,031	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,017			6,017	
TOTAL	0	0	0	0	6,017	0	0	6,017	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			546					546	
CON					12,739			12,739	
TOTAL	750	0	2,546	0	12,739	0	0	16,035	

SANBAG Contract No. C09066

by and between
San Bernardino Associated Governments
and
City of Ontario
for

Rail-Highway Grade Separation Project at North Milliken Ave. UP

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment
Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.			
Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____		
	Previous Amendments Contingency Total: \$ _____		
Contingency Amount: \$ <u>0</u>	Current Amendment: \$ _____		
	Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>0</u>

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
NA	NA	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: NA
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
-----------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☐ No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Ty Schuiling

Contract Manager: Philip Chu

[Signature] 8/13/08
Task Manager Signature Date

[Signature] 8/13/08
Contract Manager Signature Date

[Signature] 8/13/08
Chief Financial Officer Signature Date

Filename: C09066-pc

**FUNDING AGREEMENT NO. C09066
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF ONTARIO

FOR

Rail-Highway Grade Separation Project at North Milliken Ave. UP

THIS AGREEMENT is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and City of Ontario (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$6,490,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the North Milliken Ave. Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$74,210,000, which includes construction of a grade separation (highway under rail) on North Milliken Ave. between Guasti and Airport Dr.; and

WHEREAS, SANBAG and the CITY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$6,490,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and CITY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 20% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions
2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. Traffic Congestion Relief Project (TCRP) funds are considered as State and Federal earmark and will reduce the total project cost.

4. The CITY agrees to commit a minimum of 20% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The CITY agrees that this funding will come from development contributions but that the CITY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

5. If at the time the funds are required the CITY is not able to provide the required 20% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the CITY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

6. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

City of Ontario

By: _____
Deborah Barmack
Executive Director


By: _____
Gregory C. Devereaux
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

Date: 8/13/08

Date: _____

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District: 08	EA:	PPNO:	MPDID: 20010139	TCRP No: 55.2	
County: SBD	Route/Corridor:	Project Sponsor/Lead Agency: SANBAG	MPC: SCAG	Element: MT	
Project Title					
North Milliken Ave Railroad Grade Separation at UPRR					
PM/BC:	PM/And:	Project Mgr/Contact: Tom Danna	Phone: 909-395-2387	Email Address: tdanna@ci.ontario.ca.us	
Location/Project Limits, Description, Scope of Work, Legislative Description					
In the City of Ontario along Alameda Corridor East, on Milliken Ave at UPRR between Guasti and Airport Dr, construct grade separation (likely highway under rail). (TCRP Leg. Desc. - Alameda Corridor East: Build grade separations on Burlington Northern Santa Fe and Union Pacific Railroad lines with rail to rail separation at Colton through San Bernardino County.)					
Component	Implementing Agency	AE 2050	Letter of No Prejudice		
PA&ED	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
PS&E	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Right of Way	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Construction	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Legislative Districts					
Assembly: 61		Senate: 32			
Congressional: 43					
Purpose and Need					
Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 32,000 vehicles per day (45,000 vpd by 2030), and heavy duty trucks are estimated to comprise 26 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 218 daily vehicle hours of delay in 2030.					
Project Milestone					
Project Study Report Approved					Date: N/A
Begin Environmental (PA&ED) Phase					07/11/01
Circulate Draft Environmental Document					CEQA SE
Draft Project Report					12/16/02
End Environmental Phase (PA&ED Milestone)					11/21/02
Begin Design (PS&E) Phase					01/01/07
End Design Phase (Ready to List for Advertisement Milestone)					06/30/08
Begin Right of Way Phase					03/01/08
End Right of Way Phase (Right of Way Certification Milestone)					10/31/08
Begin Construction Phase (Contract Award Milestone)					01/01/09
End Construction Phase (Construction Contract Acceptance Milestone)					11/30/10
Begin Closeout Phase					12/01/10
End Closeout Phase (Closeout Report)					12/31/10

Page 3

C09066-pc



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	55.2	0
Project Title: North Milliken Ave Railroad Grade Separation at UPRR				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	10	0	0	0	0	0	0	10	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	557	0	0	0	0	0	0	557	
PS&E	4,443	0	0	0	0	0	0	4,443	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	200	0	0	0	0	0	0	200	
CON	0	0	0	0	0	0	0	0	
TOTAL	2,200	0	0	0	0	0	0	2,200	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		6,490						6,490	
TOTAL	0	6,490	0	0	0	0	0	6,490	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	557							557	TCRP - Ontario
PS&E	4,443							4,443	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W	100							100	
CON		43,454						43,454	
TOTAL	5,100	43,454	0	0	0	0	0	48,554	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fee
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W	100							100	
CON		12,986						12,986	
TOTAL	100	12,986	0	0	0	0	0	13,086	

SANBAG Contract No. C09067

by and between

San Bernardino Associated Governments

and

City of Ontario

for

Rail-Highway Grade Separation Project at Vineyard Ave. UP**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment
Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.			
Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____		
	Previous Amendments Contingency Total: \$ _____		
Contingency Amount: \$ <u>0</u>	Current Amendment: \$ _____		
	Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>0</u>

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
NA	NA	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: NA
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
------------------------------------	--------------------------------	--	----------

Is this consistent with the adopted budget? ☐ Yes ☐ No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

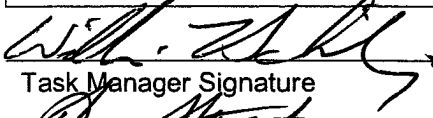
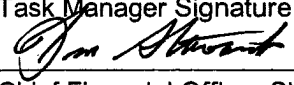
Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

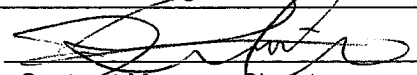
Task Manager: **Ty Schuiling**

Contract Manager: **Philip Chu**


Task Manager Signature

Chief Financial Officer Signature

8/13/08
Date

8/13/08
Date


Contract Manager Signature
8/13/08
Date

Filename: C09067-pc

**FUNDING AGREEMENT NO.C09067
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF ONTARIO

FOR

Rail-Highway Grade Separation Project at Vineyard Ave. UP

THIS AGREEMENT is made and entered into this _____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and City of Ontario (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$6,884,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the Vineyard Ave. Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$25,786,000, which includes construction of a grade separation (highway under rail) on Vineyard Ave. south of Holt Blvd; and

WHEREAS, SANBAG and the CITY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$6,884,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and the CITY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 20% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions
2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY agrees to commit a minimum of 20% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The CITY agrees that this funding will come from development contributions but that the CITY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the CITY is not able to provide the required 20% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the CITY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

City of Ontario

By: _____
Deborah Barmack
Executive Director


By: _____
Gregroy C. Devereaux
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

Date: 8/13/08

Date: _____

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 03/10/08	
Caltrans District: 08	EA:	RPNO:	MPOID: 200849	TCRP No:	
County: SBD	Route/Corridor:	Project Sponsor/Lead Agency: SANBAG	MPO: SCAG	Element: MT	
Project Title: Vineyard Ave Railroad Grade Separation at UP/Alhambra					
PM/BR:	PM/Ahd:	Project Mgr/Contact: Tom Danna	Phone: 909-395-2387	Email Address: tdanna@ci.ontario.ca.us	
Location, Project Limits, Description, Scope of Work, Legislative Description: In the City of Ontario along Alameda Corridor East, on Vineyard Ave at UP/Alhambra immediately south of Holt Blvd, construct grade separation (likely highway under rail).					
Component:	Implementing Agency:	AB 3090:	Letter of No Prejudice:		
PA&ED	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
PS&E	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Right of Way	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Construction	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Legislative Districts:					
Assembly: 61		Senate: 32			
Congressional: 43					
Purpose and Need: Vineyard Ave is a north/south corridor north of Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 11,400 vehicles per day (25,200 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Vineyard Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits: Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.					
Project Milestone:					Date:
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					CEQA SE
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					12/31/11
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 03/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: Vineyard Ave Railroad Grade Separation at UP/Alhambra				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	546	0	0	0	0	546	
CON	0	0	0	0	22,490	0	0	22,490	
TOTAL	750	0	2,546	0	22,490	0	0	25,786	

Fund No. 1:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,884			6,884	
TOTAL	0	0	0	0	6,884	0	0	6,884	

Fund No. 2:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					5,157			5,157	
TOTAL	0	0	0	0	5,157	0	0	5,157	

Fund No. 3:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			546					546	
CON					10,449			10,449	
TOTAL	750	0	2,546	0	10,449	0	0	13,745	

SANBAG Contract No. C09068

by and between

San Bernardino Associated Governments

and

City of Colton

for

Rail-Highway Grade Separation Project at Valley Blvd. BNSF/UP**FOR ACCOUNTING PURPOSES ONLY**☐ Payable

Vendor Contract # _____

Retention:

☒ Original☐ Receivable

Vendor ID _____

☐ Yes _____ % ☒ No☐ Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ 0

Previous Amendments Total: \$ _____

Previous Amendments Contingency Total: \$ _____

Contingency Amount: \$ 0

Current Amendment: \$ _____

Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL →\$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
NA	NA	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: _____

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**Approved Budget Authority →**Fiscal Year: _____
\$ _____**Future Fiscal Year(s) –
Unbudgeted Obligation →**

\$ _____

Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental☐ Private☐ Non-Local☐ Local☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Phillip Chu**

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C09068-pc

**FUNDING AGREEMENT NO.C09068
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

City of Colton

FOR

Rail-Highway Grade Separation Project at Valley Blvd. BNSF/UP

THIS AGREEMENT is made and entered into this _____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and City of Colton (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$7,658,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the Valley Blvd. Railroad Grade Separation Project (hereinafter referred to as the "PROJECT") is \$28,686,000, which includes construction of a railroad grade separation by building a flyover bridge for the railroad on Valley Blvd from N. Pennsylvania Ave east to N. 7th St.; and

WHEREAS, SANBAG and the CITY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$7,658,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG and the CITY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development mitigation Nexus Study. This portion is established as 19.6% Percent for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions

2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY agrees to commit a minimum of 19.6% Percent of the total PROJECT cost as its share of the funding of the PROJECT. The CITY agrees that this funding will come from development contributions but that the CITY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required CITY is not able to provide the required 19.6% Percent local share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG and the CITY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

City of Colton

By: _____
Deborah Barmack
Executive Director


By: _____
Daryl Parrish
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

Date: 8/13/08

Date: _____

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 07/10/08	
Caltrans District: 08	EA	PPNO	MPO ID: 200849	TCRP No: N/A	
County: SBD	Route/Corridor	Project Sponsor/Lead Agency: SANBAG	MPO: SCAG	Element: MT	
Project Title					
Valley Blvd Railroad Grade Separation					
PMBK	PM And	Project Mgr/Contact: Gilbert Betancourt	Phone: 909-886-3971	E-mail Address: gbetancourt@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In Colton, on Valley Blvd from N. Pennsylvania Ave east to N. 7th St, construct railroad grade separation by building a flyover bridge for the railroad.					
Component		Implementing Agency	AB 3090	Letter of No Prejudice	
PA&ED	SANBAG				
PS&E	SANBAG				
Right of Way	SANBAG				
Construction	SANBAG				
Legislative Districts					
Assembly: 62		Senate: 32			
Congressional: 43					
Purpose and Need					
Valley Blvd is a major east-west arterial that carries approximately 11,000 vehicles per day. The estimated 71 trains that cross Valley Blvd every day create substantial traffic delays and disrupt business in downtown Colton. Separating the railroad crossing from Valley Blvd, which is also a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation is estimated to reduce 115 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document type: N/A
Draft Project Report					CEQA SE
End Environmental Phase (PA&ED Milestone)					06/30/09
Begin Design (PS&E) Phase					12/30/09
End Design Phase (Ready to List for Advertisement Milestone)					01/01/10
Begin Right of Way Phase					06/30/12
End Right of Way Phase (Right of Way Certification Milestone)					07/01/10
Begin Construction Phase (Contract Award Milestone)					06/30/12
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/12
Begin Closeout Phase					12/30/13
End Closeout Phase (Closeout Report)					01/01/14
					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	CDISID	FUND	PROGRAM	EA
SBD	08	0	N/A	0
Project Title	Valley Blvd Railroad Grade Separation			

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,500	0	0	0	0	2,500	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	2,251	0	0	0	0	2,251	
CON	0	0	0	0	9,904	0	0	9,904	
TOTAL	750	0	2,500	0	9,904	0	0	13,154	

Fund No. 1:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Proposed TCIF
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	7,658	0	0	7,658	
TOTAL	0	0	0	0	7,658	0	0	7,658	

Fund No. 2:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Developer Impact Fees
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	5,623	0	0	5,623	
TOTAL	0	0	0	0	5,623	0	0	5,623	

Fund No. 3:									Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	San Bernardino County Measure I
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,500	0	0	0	0	2,500	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	2,251	0	0	0	0	2,251	
CON	0	0	0	0	9,904	0	0	9,904	
TOTAL	750	0	2,500	0	9,904	0	0	13,154	

SANBAG Contract No. C09069

by and between

San Bernardino Associated Governments

and

City of Fontana and County of San Bernardino

for

I-10 Corridor Logistics Access Project- Cherry Interchange Reconstruction**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
Contingency Amount: \$ <u>0</u>	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL →	\$ <u>0</u>
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↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
NA	NA	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>NA</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☐ Yes ☐ No


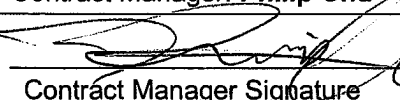
If yes, which Task includes budget authority? _____


If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**

	<u>8/13/08</u>		<u>8/13/08</u>
Task Manager Signature	Date	Contract Manager Signature	Date

	<u>8/13/08</u>
Chief Financial Officer Signature	Date

Filename: C09069-pc

**FUNDING AGREEMENT NO. C09069
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO, CITY OF FONTANA

FOR

I-10 Corridor Logistics Access Project- Cherry Interchange Reconstruction

THIS AGREEMENT is made and entered into this _____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") County of San Bernardino (hereinafter referred to as "COUNTY") and City of Fontana (hereinafter referred to as "CITY")

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$30,773,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the I-10 Corridor Logistics Access Project- Cherry Interchange Reconstruction (hereinafter referred to as the "PROJECT") is \$76,886,000, which include replacing the existing five-lane Cherry Ave bridge over I-10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight lanes; and

WHEREAS, SANBAG, CITY and COUNTY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$30,773,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY, the COUNTY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG, the CITY and the COUNTY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 22.7% Percent County share and 12.7% Percent City share for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions

2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY and the COUNTY agrees to commit a minimum of 22.7% Percent County share and 12.7% Percent City share of the total PROJECT cost as its share of the funding of the PROJECT. The CITY and the COUNTY agrees that this funding will come from development contributions but that the CITY and the COUNTY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the CITY and the COUNTY is not able to provide the required 22.7% Percent County share and 12.7% Percent City share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY and the COUNTY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG the CITY and the COUNTY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

By: _____
Deborah Barmack
Executive Director

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

County of San Bernardino

By: _____
Paul Biane
Chairman

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney

City of Fontana

By: _____
Mark N. Nuaimi
Mayor

Date: _____

**APPROVED AS TO FORM AND
PROCEDURE:**

By: _____
Attorney

Attachment A



2008 Project Programming Request

(Project Information)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date: 07/11/08	
Caltrans District	EA	PPNO	MPO ID	ICRP No.	
8	468000	0137T	20020812		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD	10	SANBAG		SCAG	CO
Project title					
I-10 / Cherry Ave I/C Reconstruction					
IPM/BK	IPM/Ald	Project Mgr/Contact		Phone	E-mail Address
12.5	13.8	Abunnasr Husain		909-884-8276	ahusain@sanbag.ca.gov
Location, Project Limits, Description, Scope of Work, Legislative Description					
Route 10 at Cherry Avenue Interchange. This project improves interchange and mainline operation and safety in the city of Fontana by replacing a deficient interchange at Cherry Ave.					
Component	Implementing Agency		AS 3030	Letter of No Prejudice	
PA&ED	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 62			Senate: 32		
Congressional: 43					
Purpose and Need					
The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino County, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.					
Project Benefits					
Project will replace existing five-lane Cherry Ave bridge over I-10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight-lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.					
Project Milestone					Date
Project Study Report Approved					06/13/01
Begin Environmental (PA&ED) Phase					09/30/05
Circulate Draft Environmental Document					05/11/08
Draft Project Report					04/30/08
End Environmental Phase (PA&ED Milestone)					03/31/09
Begin Design (PS&E) Phase					02/15/08
End Design Phase (Ready to List for Advertisement Milestone)					12/31/10
Begin Right of Way Phase					04/01/09
End Right of Way Phase (Right of Way Certification Milestone)					04/01/11
Begin Construction Phase (Contract Award Milestone)					08/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/13
Begin Closeout Phase					12/31/13
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/11/08

County	CDIST	PPNO	TRF Project No.	EA
SBD	8	0137T		468000
Project title: I-10 / Cherry Ave I/C Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	5,113							5,113	Caltrans
PS&E	9,039							9,039	SANBAG
R/W SUP (CT)	3,337							3,337	
CON SUP (CT)	1,230							1,230	
R/W	1,324							1,324	Fontana, City of
CON	14,568							14,568	SANBAG
TOTAL	25,751							25,751	
Proposed Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	5,113							5,113	
PS&E	9,039							9,039	
R/W SUP (CT)	3,337							3,337	
CON SUP (CT)	1,230							1,230	
R/W	1,324							1,324	
CON	14,568							14,568	
TOTAL	25,751							25,751	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transporta
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,908							3,908	
CON									
TOTAL	3,908							3,908	
Proposed Funding									Notes
E&P (PA&ED)									City is requesting allocation extension to FY08/09
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,908							3,908	
CON									
TOTAL	3,908							3,908	

Fund No. 3: Local Funds - Local Transportation Funds (LTF)		Existing Funding							Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	LOCAL FUNDS
E&P (PA&ED)	300							300	Funding Agency
PS&E	935							935	Fontana, City of
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,235							1,235	
Proposed Funding									Notes
E&P (PA&ED)	935							935	San Bernardino County DIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	935							935	

Fund No. 4: Local Funds - Local Transportation Funds (LTF)		Existing Funding							Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	LOCAL FUNDS
E&P (PA&ED)									Funding Agency
PS&E									Fontana, City of
R/W SUP (CT)	350							350	
CON SUP (CT)	1,405							1,405	
R/W	5,235							5,235	
CON	15,535							15,535	
TOTAL	20,525							20,525	
Proposed Funding									Notes
E&P (PA&ED)									Change to Development Impact Fee
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,151				25,151	
TOTAL				25,151				25,151	

Fund No. 5:		Existing Funding							Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Proposed TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,773				30,773	
TOTAL				30,773				30,773	

Fund No. 6:		Existing Funding							Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									San Bernardino County Measure I (35% MI and 64% County)
PS&E	5,822							5,822	
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,595						5,595	
CON				5,622				5,622	
TOTAL	5,822	5,595		5,622				17,039	

SANBAG Contract No. C09070

by and between

San Bernardino Associated Governments

and

City of Fontana and county of San Bernardino

for

I-10 Corridor Logistics Access Project- Citrus Interchange Reconstruction**FOR ACCOUNTING PURPOSES ONLY**

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes: Local DIF funding commitment agreement. Future Co-op agreement will determine dollar amount.

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
Contingency Amount: \$ <u>0</u>	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL →\$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
NA	NA	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

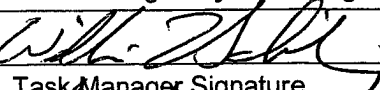
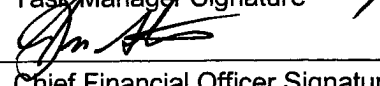
Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>NA</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

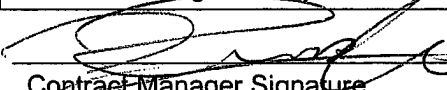
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☐ Yes ☐ No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT**Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Ty Schuiling**Contract Manager: **Philip Chu**


Task Manager Signature

Chief Financial Officer Signature

8/13/08
Date
8/13/08
Date


Contract Manager Signature
8/13/08
Date

Filename: C09070-pc

**FUNDING AGREEMENT NO. C09070
BETWEEN**

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO, CITY OF FONTANA

FOR

I-10 Corridor Logistics Access Project- Citrus Interchange Reconstruction

THIS AGREEMENT is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") County of San Bernardino (hereinafter referred to as "COUNTY") and City of Fontana (hereinafter referred to as "CITY")

WITNESSETH

WHEREAS, on April 10, 2008 the California Transportation Commission (CTC) approved \$23,600,000 in Trade Corridor Improvement Fund (TCIF) for this project; and

WHEREAS, the estimated total cost of the I-10 Corridor Logistics Access Project- Citrus Interchange Reconstruction (hereinafter referred to as the "PROJECT") is \$54,458,000 which include replacing existing four-lane Citrus Ave bridge over I-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes; and

WHEREAS, SANBAG, CITY and COUNTY are the co-sponsors of the project; and

WHEREAS, in order to secure the \$23,600,000 in TCIF funding, the sponsoring agencies will need to identify all project funding as being committed and available; and

WHEREAS, if the CITY, the COUNTY and SANBAG cannot provide the identified share of the project cost at the time of project construction, the TCIF funds will be lost;

NOW, THEREFORE, SANBAG, the CITY and the COUNTY agree to the following:

1. Local share is defined as the development contribution portion of the PROJECT cost established in the SANBAG Development Mitigation Nexus Study. This portion is established as 0.2% Percent County share and 38.2% Percent City share for all phases of the PROJECT and is estimated in the PROJECT Programming Request form (Attachment A) which maybe be updated from time to time to reflect current conditions

2. TCIF funds are considered as part of the public share funding and the local share is not reduced by the TCIF contribution.

3. The CITY and the COUNTY agrees to commit a minimum of 0.2% Percent County share and 38.2% Percent City share of the total PROJECT cost as its share of the funding of the PROJECT. The CITY and the COUNTY agrees that this funding will come from development contributions but that the CITY and the COUNTY may borrow from other accounts to provide this funding, if provision is made to reimburse such accounts with development contribution as they become available.

4. If at the time the funds are required the CITY and the COUNTY is not able to provide the required 0.2% Percent County share and 38.2% Percent City share of the PROJECT cost as estimated on the most current Project Programming Request form (Attachment A), SANBAG may provide a loan of Measure I dollars to cover the CITY and the COUNTY local share at the discretion of the SANBAG Board. Repayment of such a loan by development contributions would occur in accordance with the provision of a loan agreement between SANBAG the CITY and the COUNTY. Loan agreement will be established through the strategic plan process, which will result in specific policies and procedures governing these loans.

5. No commitment to loan Measure I funds for the PROJECT can be made until the SANBAG Board has approved a loan agreement containing the specific terms and conditions for the PROJECT.

San Bernardino County
Transportation Authority

County of San Bernardino

By: _____
Deborah Barmack
Executive Director


By: _____
Paul Biane
Chairman

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By:  _____
Jean-Rene Basle
SANBAG County Counsel

By: _____
Attorney

City of Fontana

By: _____

Mark N. Nuaimi
Mayor

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

By: _____

Attorney

Attachment A

2008 Project Programming Request

(Project Information)



General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date: 07/11/08	
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
8	46810	0138G	SDB45000		
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD	10	SANBAG		SCAG	CO
Project Title					
Route 10 Citrus Avenue Interchange Reconstruction					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
14.8	15.5	Abunnasr Husain	909-884-8276	ahusain@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
Fontana - Interchange 10 at Citrus Avenue Interchange. This project improves interchange and mainline operation and safety in the city of Fontana by replacing a deficient interchange at Citrus Avenue					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Fontana, City of		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly: 62		Senate: 32			
Congressional: 43					
Purpose and Need					
The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino County, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.					
Project Benefits					
Project will replace existing four-lane Citrus Ave bridge over I-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.					
Project Milestone					Date
Project Study Report Approved					10/30/01
Begin Environmental (PA&ED) Phase					10/15/01
Circulate Draft Environmental Document					08/24/07
Draft Project Report					05/04/07
End Environmental Phase (PA&ED Milestone)					10/31/08
Begin Design (PS&E) Phase					02/15/08
End Design Phase (Ready to List for Advertisement Milestone)					12/31/10
Begin Right of Way Phase					11/01/08
End Right of Way Phase (Right of Way Certification Milestone)					12/31/10
Begin Construction Phase (Contract Award Milestone)					04/01/11
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/13
Begin Closeout Phase					12/31/13
End Closeout Phase (Closeout Report)					06/30/14



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/11/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	8	0138G		46810
Project Title: Route 10 Citrus Avenue Interchange Reconstruction				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	1,100							1,100	Fontana, City of
PS&E	3,759							3,759	SANBAG
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,257							5,257	Fontana, City of
CON		43,196						43,196	SANBAG
TOTAL	10,116							53,312	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,257							5,257	
CON				47,204				47,204	
TOTAL	7,257			47,204				54,461	

Fund No. 1: RIP - State Cash (ST-CASH)									Program Code
Existing Funding									20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,238							3,238	
CON									
TOTAL	3,238							3,238	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,238							3,238	
CON									
TOTAL	3,238							3,238	

Fund No. 2: Loc Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Fontana, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,019							2,019	
CON									
TOTAL	2,019							2,019	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				20,912				20,912	
TOTAL				20,912				20,912	Developer Fees

Fund No. 3:	Loc Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	1,100							1,100	Fontana, City of
PS&E	3,759							3,759	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		43,196						43,196	
TOTAL	4,859	43,196						48,055	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Proposed TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				23,601				23,601	
TOTAL				23,601				23,601	

Fund No. 5:									Program Code	
Existing Funding										
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding									Notes	
E&P (PA&ED)									San Bernardino County Measure I	
PS&E	2,000							2,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W	2,019							2,019		
CON				2,688				2,688		
TOTAL	4,019			2,688				6,707		

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: August 20, 2008

Subject: Quarterly Administrative Report on SANBAG Federal Funding Programs

Recommendation: * 1) Receive report on quarterly reporting and obligation status.
2) Adopt a finding of compliance with obligation requirements for all affected agencies.

Background: Assembly Bill 1012 (AB1012) requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the Federal Highway Administration (FHWA) to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project implementation. In addition, the terms of the contracts require federal fund recipients to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the

*

*Approved
Plans and Programs Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

Quarterly Reporting Status

Tables 1 – 3 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by July 15th as required by the terms of their contract.

Obligation Status

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from federal apportionments through fiscal year 05/06 will be subject to reprogramming in November 2008. As shown in Tables 1 – 3, SANBAG has already met the AB1012 obligation requirements for the CMAQ funds for fiscal year 07/08 and has already met the AB1012 obligation requirements for the STP funds for fiscal year 07/08; therefore, staff does not expect any CMAQ or STP funds to be subject to reprogramming in November, as indicated by the negative amounts shown in each table under “Expected Amount Subject to Reprogramming 11/08”. According to schedules provided by project sponsors in the quarterly reporting, SANBAG will meet the obligation requirements for fiscal year 08/09, as well.

As was reported to the SANBAG Board in June 2006, Caltrans has developed an Obligational Authority (OA) Management Policy that limits annual obligations to annual OA levels on a county-by-county basis. Because annual apportionments are almost always higher than annual OA levels, OA being the mechanism to access the apportionments, it is inevitable that SANBAG will eventually lose a portion of past apportionments through AB1012. In addition, FHWA has been issuing rescissions of federal apportionments. An analysis of the projected impacts of the OA Management Policy and the federal rescissions is necessary before allocation of additional funds.

Financial Impact: Funding for SANBAG’s monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37309000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG’s inability to assure timely obligation of funds to avoid loss to the agency and its members.

Reviewed By: This item is scheduled for review by the Mountain Desert Committee on August 15, 2008 and the Planning and Programming Committee on August 20, 2008.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

TABLE 1
Congestion Mitigation and Air Quality Program Status
Mojave Desert Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/06/00	\$224,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be submitted 1/11
Barstow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	\$513,846	\$290,150	Apr-08	Jul-08	Oct-07	Jan-08	Funds to obligate by end of FFY
Barstow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	\$204,889	\$96,889	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed in future years
Barstow Transit	Bus System - 27 Passenger Replacement Alt Fuel	20041903	08/06/03	\$1,142,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed in future years
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$1,350,000	\$1,000,000	Apr-08	Jul-08	Oct-07	Jan-08	To FHWA Obligation funds expected 8/08. Partial obligation 8/07.
SANBAG	Rideshare Program for Mojave Desert Air Basin	20040828	08/06/03	\$1,831,000	\$585,000	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed in future years
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	\$931,987	\$102,000	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be re-submitted 8/08
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	\$719,101	\$80,000	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be re-submitted 7/08
VWTA	Replace Alt. Fuel Paratransit Vehicles	SBD41114	08/06/03	\$1,137,000	\$265,590	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed in future years
	TOTALS			\$8,153,823	\$2,419,629					

Obligation Status

Fiscal Year 07/08:

Fiscal Year 08/09:

Apportionment Subject to Reprogramming \$14,093,009	Apportionment Subject to Reprogramming \$10,715,232
Obligated Amount to Date* \$6,508,912	Obligated Amount for FY08/09 \$0
Additional Obligation Scheduled by 11/08 \$1,201,797	Additional Obligation Scheduled by 11/09 \$3,782,119
Expected Amount Subject to Reprogramming 11/08 \$6,382,300	Expected Amount Subject to Reprogramming 11/09 ** \$6,933,113

NOTES:

- * - Includes projects with closed contracts and projects funded through Board set-asides
- ** The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
- C - Project Complete/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 2
Congestion Mitigation and Air Quality Program Status
South Coast Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$5,050,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	To FHWA. Obligation of funds expected 9/08
Caltrans	I-215 - I-10 to SR 30 HOV Lanes & Op Improvements	713	08/10/05	\$72,651,000	\$33,754,000	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 for Segment 1 to be submitted 2/09.
Colton	Washington St at Reche Cyn & Hunts Ln Mitigation	00-102	02/02/00	\$400,000	\$60,000	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be submitted 12/08
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/06/03	\$724,000	\$281,791	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed for 07/08 and future years
Omnitrans	Bus Replacement - Alt Fuel	SRD90105	08/06/03	\$9,317,000	\$9,317,000	Apr-08	Jul-08	Oct-07	Jan-08	Obligated 5/20/08
San Bernardino	Metrolink Parking Structure	20020802	10/05/05	\$6,608,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Anticipate obligating funds before end of FFY
SANBAG	Valley Traffic Signal Coordination - Tier 2	2001014	12/05/01	\$2,324,246	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed for 07/08
SANBAG	Rideshare Program for SCAB	20040827	12/01/04	\$6,063,000	\$2,038,000	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed for 07/08 and future years
SANBAG	Valley Traffic Signal Coordination - Tier 3 & 4	20061502	08/06/03	\$6,500,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed for 07/08 and future years
Upland	Upland Metrolink Station - Parking Expansion	20040825	10/05/05	\$2,776,800	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Funds programmed in future years
TOTALS					\$45,450,791					

Obligation Status

<u>Fiscal Year 07/08:</u>	<u>Fiscal Year 08/09:</u>
Apportionment Subject to Reprogramming \$54,816,737	Apportionment Subject to Reprogramming \$6,730,090
Obligated Amount to Date* \$50,349,336	Obligated Amount for FY08/09 \$0
Additional Obligation Scheduled by 11/08 \$16,952,922	Additional Obligation Scheduled by 11/09 \$43,537,914
Expected Amount Subject to Reprogramming 11/08** \$-12,485,521	Expected Amount Subject to Reprogramming 11/09** \$-36,807,824
	(includes amount over-obligated in FY 07/08)

NOTES:

- * - Includes projects with closed contracts and projects funded through Board set-asides
- ** The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
- C - Project Complete/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 3
Regional Surface Transportation Program Status

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	El Mirage Rehab & Paving - West City Limits to US395	01-036	12/07/05	\$1,375,466	\$0	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be submitted 11/2010
Caltrans	I-215 - I-10 to SR30 HOV Lanes & Op Improvements	713	08/07/03	\$47,118,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	Obligation scheduled for 08/09
Colton	Main St & Iowa Ave Intersection	01-077	02/07/01	\$250,000	\$19,476	Apr-08	Jul-08	Oct-07	Jan-08	RFA2 to be submitted 9/08
Hesperia	Ranchero Rd Grade Separation	SBD031276	12/07/05	\$3,850,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	RFA3 to be submitted 7/09
San Bernardino	State St-16th St to Foothill-Extend 2 lanes	01-082	02/07/01	\$2,005,000	\$0	Apr-08	Jul-08	Oct-07	Jan-08	RFA2 to be submitted 7/09
SB County	Needles Hwy-N St to Nevada StateLine-Realign, Rehab	01-033	10/04/00	\$2,478,940	\$1,043,975	Apr-08	Jul-08	Oct-07	Jan-08	RFA2 to be submitted 5/09
SB County	National Trails Hwy - Passing Lanes	01-038	10/04/00	\$1,907,284	\$310,000	Apr-08	Jul-08	Oct-07	Jan-08	RFA2 to be submitted 5/09
	TOTALS			\$58,784,590	\$1,373,451					

Obligation Status

Fiscal Year 07/08:		Fiscal Year 08/09:	
Apportionment Subject to Reprogramming	\$50,749,240	Apportionment Subject to Reprogramming	\$4,293,741
Obligated Amount to Date*	\$66,854,340	Obligated Amount for FY08/09	\$0
Additional Obligation Scheduled by 11/08	\$0	Additional Obligation Scheduled by 11/09	\$54,259,455
Expected Amount Subject to Reprogramming 11/08	\$-16,105,100	Expected Amount Subject to Reprogramming 11/09	\$-49,965,714

NOTES:

* - Includes projects with closed contracts and projects funded through Board set-asides
C - TEA-21 Funded Project Complete/Cancelled

RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996